COACH MART

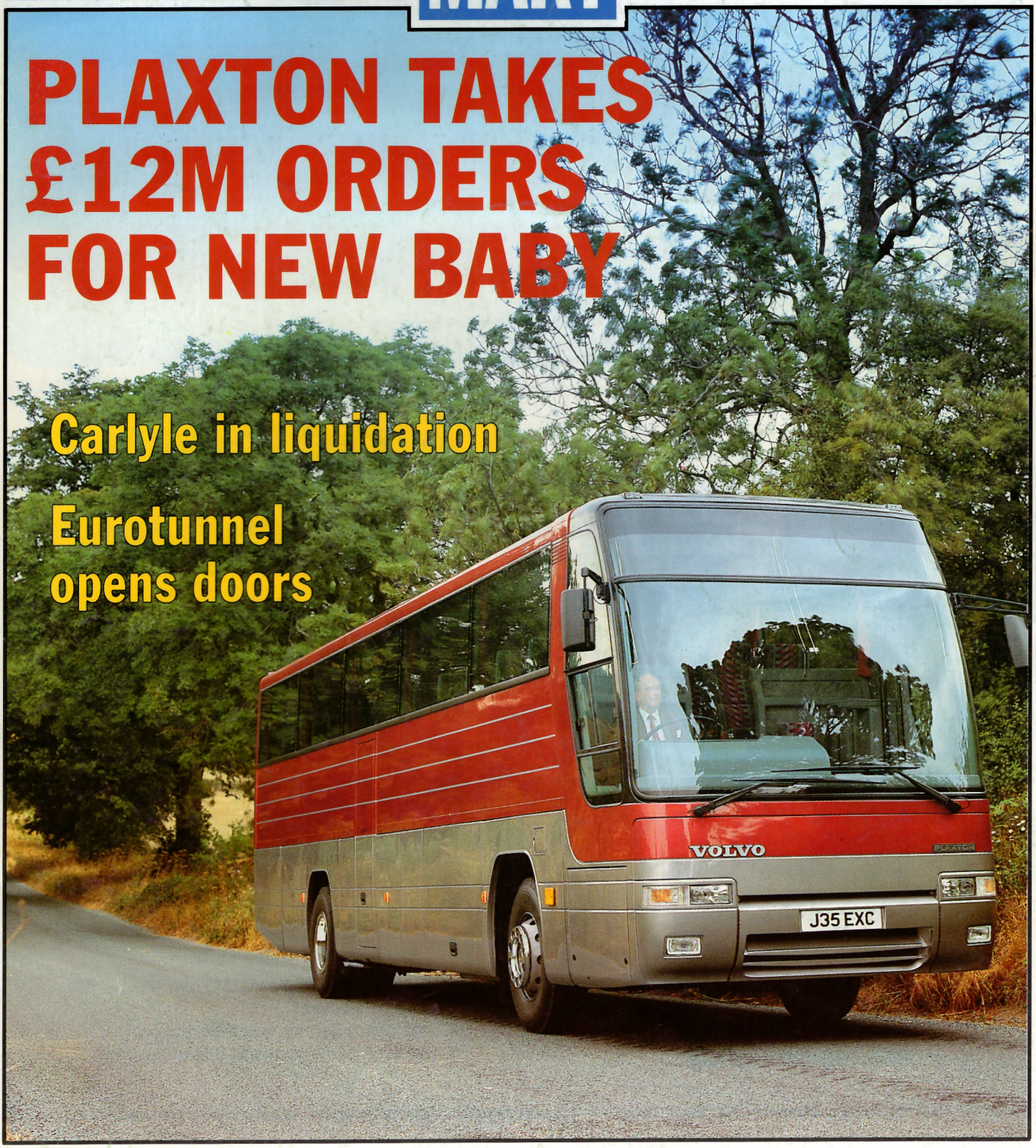
The weekly for the coach industry

Issue 660 £1 October 10th, 1991

PLAXTON TAKES £12M ORDERS FOR NEW BABY

Carlyle in liquidation

Eurotunnel opens doors



Carlton P.S.V.

IMMEDIATE DELIVERY — NEW NEOPLANS

Skyliner, Mercedes V Twin Turbo, 77 recliners, toilet, full spec

Transliner, Mercedes V8 engine, 48/49 recliners, toilet, full spec, choice of two.

NEOPLAN

We have for sale a selection of USED SKYLINER DOUBLE DECKERS (built to last with many miles still in them!)

ENGINES:	Mercedes/Gardner/DAF
GEARBOXES:	Manual or Automatic
SEATS:	69-77 recliners and WC etc
YEARS:	from 1982
PRICES:	from £35,000

Details of these vehicles are continually updated, as they are exchanged, MoT'd and/or refurbished.

Send for our latest list – or come and inspect at your leisure.

AEC

1977 Plaxton Express, 53 seater, semi-auto gearbox, Bristol Dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No. 0006.

VOLVO

1983 B10M Jonckheere P599, 48 seats, 6 speed gearbox, curtains, toilet, drinnks machine, MoT 29.11.91. Stock No. R037.
1983 Volvo B10M 12 metre, 57 seater, Duple Laser, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 15.07.92. Stock No. 1074.
1980 B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No. 0012.
1973 B58 Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, side lockers, MoT 03.10.91. Stock No. 1047.

BEDFORD

1980 PJK, 29 seat, Duple Dom, Stock No. 0007.
1975 YRQ Plaxton, 45 seats, power door, side lockers, private plates, Stock No. 1062.

LEYLAND

1982 Duple Dominant, 51 reclining seats, 6 spd gearbox, side lockers, MoT 21.01.92. Stock No. 9033.
1981 Plaxton, 53 seats, 5 spd split gearbox, autumn tint moquette, side lockers, MoT 13.06.92. Stock No. 1073.
1981 Leopard Duple Dominant, 53 seats, 6 speed ZF g/box, red moq, livery white. Stock No. M9012.
1981 Leopard Plaxton Supreme, 12 metre, 49 recliners, 6 speed ZF gearbox, cream interior, autumn tint moquette. MoT 25.10.91. Stock No. 9011.
1980 Leopard Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers. Stock No. 9009.

SCANIA

1986 K112 Plaxton 3500, 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette, MoT 01.03.92. Stock Number 1063.

CUMMINS

1985 Duple 425 (Cummins), 6 speed automatic g/box. 54 recliners, curtains, radio/PA, toilet, drinks machine, TV monitors, continental door, courier seat.

SETRA

1987 S215 HR (Rational) Mercedes, V8 engine, 6 speed ZF gearbox, Voith retarder, 47 recliners, toilet, drinks, fridge, TV, Webasto, curtains, MoT 9.6.92. Stock No. 1072.

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After hours Bill Povey home 0509 262220; car 0860 811083.

MOSELEY ARE GOING PLACES...

and will shortly be relocating in DONCASTER

The Moseley Coach Sales Division with its service and parts back-up departments will shortly be operating from new premises — watch this space for further details!

Customers are assured of our usual detailed attention on all enquiries for —

- Sales of New BOVA, VOLVO and VAN HOOL Luxury Coaches.
- After Sales Service and Parts support.
- Our wide range of quality Used Coaches.

MOSELEY

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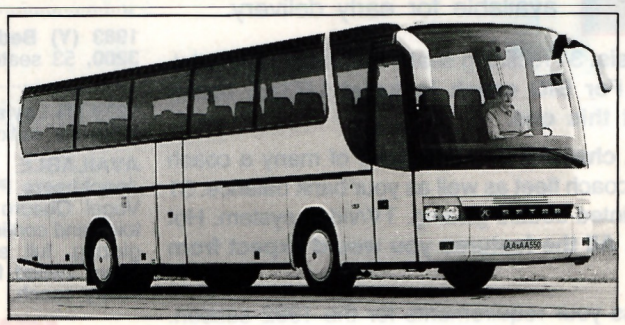

Meet some of the stars appearing at the European Coach & Bus show at Kortrijk

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COMMENT

AT LONG last, the wraps are well and truly off Plaxton's new coaches.

It might be said that it is having its first major stab at the European market with the Excalibur and its sister machine the Premiere, with every chance of success and a great deal of optimism. Plaxton's venture into the wild blue yonder is long overdue, and it faces stiff competition.

Although Plaxton has not announced its prices, the Excalibur is a vehicle targeted at the top of the market. It remains to be seen whether it will meet with European approval alongside Mercedes' and Kassbohrer's new models but one thing is certain... it will match them for quality.

Even the Premiere is a step above the current Paramount range in technological terms. It is a reflection of what is happening to coaching in general. Gone are the days when near enough is good enough.

Low volumes of production are a fact of life for all coach manufacturers at present, and one would hope that with relatively few vehicles going through Scarborough's doors, a great deal of attention can be paid to detail. It must be said that the top marques of Britain's car industry have a worldwide reputation for quality rather than quantity. Let's hope Plaxton can achieve this same reputation.

THE demise of Carlyle is a sad example of a firm which was well ahead of its competitors then fell foul of the recession, a change in the market and hefty overheads simultaneously.

Carlyle's desperate attempts to reduce overheads were foiled by a monolithic attitude when it tried to apply for redevelopment of the existing Carlyle site. Believe it or not, the newts in a local lake got the vote of residents, delaying the change of use application.

Stuck at the huge industrial site, Carlyle was saddled with high costs. And the result in a depressed market is what we see today.

THE former managers of Europa have stepped in to breathe life back into the firm's range of minibuses. The vehicles are highly regarded and in operation throughout the country.

Autobus Classique is the new firm that now has the benefit of hindsight. The lessons learned as C G Whittaker Group businesses rapidly crumbled will no doubt be valuable to everyone working for the new enterprise.

We wish them all well, and look forward to seeing them at next week's Coach & Bus '91.

STUART JOHNSON

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BUS AND COACH DISTRIBUTOR

FINAL END OF SEASON BARGAINS

STOCK No.

1016/S **Mercedes 307 D Ensor Minibus** First Reg. 06.06.83, Mercedes gearbox, rear door, heating, radio/PA/cassette, 12 seats, interior red/orange, exterior white, NEW MOT **£3900**

979/S **DAF DKTL Duple Dominant IV** First Reg. 05.12.80, 6 speed ZF splitter gearbox, Webasto, power door, 2 side lockers, curtains, 50R seats, interior brown/orange, exterior re-painted in white, MOT 23.01.92 **£15,750**

1017/S **M.A.N. SR280 Integral** First Reg. 05.05.81, manual 6 speed ZF gearbox, Telma, wheel disc covers, Webasto, power door, 3 integral side lockers, R/O/S toilet, drinks machine, TV/Video, radio/PA/cassette, 49R seats plus courier, interior brown, exterior cream/brown, MOT 19.12.91 **£18,750**

1012/S **Leyland Tiger Plaxton Viewmaster** First Reg. 08.04.82, 6 speed ZF gearbox, power door, 4 heaters, 3 side lockers, rear sunken toilet, drinks machine, bunk, curtains, double glazing, radio/PA/cassette, 49 seats, interior red, exterior white/purple, MOT 02.05.92 **£17,500**

849/S **Daimler Fleetline Double Deck** First Reg. 01.01.77, Gardner engine, autosteer, 76 seats, 8 standees, interior red, exterior blue/cream, NEW MOT **£4950**

1015/S **Leyland Tiger 245 Plaxton 3500** First Reg. 01.01.83, semi-automatic gearbox, power door, side locker, ducted heating, auxiliary heating, R/O/S continental door, R/O/S toilet, double glazing, drinks machine, radio/PA/cassette, 48R seats, interior maroon stripe, exterior red/brown/beige, MOT 13.02.92 **£25,450**

BARGAIN OF THE WEEK

827/S **Volvo B10M GL Plaxton 3500 Highline.** First Reg 27.03.87, 6 speed ZF GB, side lockers, driver's bunk, ducted heating + power door, cont. door, centre toilet, radio/PA/cassette, 49R seats, in brown/orange, ext white, MOT 25.02.92. **£69,500**

987/S **Leyland Cub Optare** First Reg. 01.05.86, C802 KBT, auto GB, exp power door, 33 coach seats, int brown, ext cream/blue, MOT 23.04.92. **£13,750**

1010/S **Leyland Tiger Plaxton Sup V** First Reg. 15.03.82, UVT 14X, 6 speed ZF GB, 3 heaters, express power door, side locker, 53 seats, int autumn tint, ext white. **£24,950**

964/S **Bedford PJK Reeve Burgess Welfare Spec.** First Reg. 19.03.84, A735 ADT, manual GB, 2 side lockers, power door, 2/3 heaters, 14 seats + wheelchair fittings, in brown/orange moquette, ext white. **£17,450**

969/S **Leyland Tiger Jonckheere** First Reg. 13.04.87, D101 XRY, 6 speed ZF splitter GB, power door, side locker, N.S.R. toilet, radio/PA/cassette, 50R seats + C, retrimmed red/grey chevron, ext white + pink/maroon, MOT 10.06.92. **£69,500**

992/S **Scania K112 Van Hool Alizee DH.** First Reg. 01.09.86, D352 XJL, 5 speed splitter GB, wheel discs, Telma, plug power door, cont. door, auxiliary heater, integral side locker, provision for driver's bunk, centre toilet, curtains, drinks machine, fridge, double glazing, TV/video, radio/PA/cassette, 49/53 seats, int orange/brown, ext blue/cream, MOT 14.03.92. **£69,500**

899/S **Scania K92 CR Plaxton 3200** First Reg. 01.08.87, E431 PWO, man GB, wheel discs, integral side lockers, power door, ducted heating, radio/PA/cassette, 55 seats, int brown stripes, ext white, MOT 23.07.92 **£64,500**

ALL MUST GO TO MAKE ROOM
NO REASONABLE OFFER REFUSED. RING TONY CLAYTON NOW!!

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JONCKHEERE

NEW DEAUVILLE LUXURY COACHES

Are you still thinking about that new coach?
It's not too late to order your "J" **Registered Deauville** for delivery this year. A limited number of P35 and P599 Deauvilles are available for early delivery.

P35 Deauville on MAN 10.180 chassis. 34 reclining seats. Floor mounted toilet. Double glazing. Radio/PA/cassette. **For BIG coach looks at LITTLE coach prices, why not contact us about this one.**

P599 Deauville on Volvo B10M GL chassis. The backbone of many a coach business. This one will enhance your coach fleet as well as your bank balance. 51 reclining seats. Rear sunken toilet. Tinted double glazing. TV/video system. Hot drinks machine – plus much more … **All the features you would expect from a high class tourer/executive.**

We would also be pleased to discuss your requirements for the 1992 season.

There has never been a better time to consider adding a Jonckheere Deauville to your fleet – So why not give our sales team a call today.

Contact:

Arthur Humphries on (0902) 732140 (Home)
Barry McCrae on (0604) 763800 (Home)
Sales Office on (0604) 760161
Fax: (0604) 760739

USED VEHICLE STOCK

1989 (F) Bova Futura 290, 49 recliners, centre toilet, continental door, TV/video, Tempo 100, drinks machine, carpet, curtains, full MoT ..... **£79,950 + VAT**

1987 (E) Jonckheere Jubilee P50 Daf MB, 51 recliners, full executive specification ..... **£62,500 + VAT**

1986 (C) Volvo B10M Caetano Algarve, 53 recliners, radio/PA, power door ..... **£49,000 + VAT**

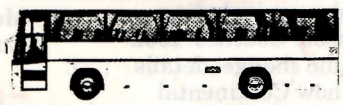
1984 (B) Mercedes Neoplan Cityliner, 53 recliners, sunken toilet, TV, video, coffee machine, refrigerator, reconditioned engine ..... **£47,500 + VAT**

1983 (Y) Bedford YNT Plaxton Paramount 3200, 53 seater, radio/PA/cassette ..... **£22,500 + VAT**

1979 (T) Leyland Leopard Plaxton Supreme, 52 seater, radio/PA/cassette ..... **£10,000 + VAT**

AVAILABLE SHORTLY – 1990 (H) Jonckheere P599 Deauville MAN 16.290, 51 Vogel Quadro 3000 recliners, centre sunken toilet and continental door, driver's bunk, double glazing, full executive specification. Sensible offers invited for this low mileage, high spec, luxury coach.

JONCKHEERE



Jonckheere UK Ltd, 3 Weddell Way, Brackmills, Northampton NN4 0HS

■ACCIDENT

Coach driver jailed after A1 death crash

A DEATH crash coach driver was sent to prison by Nottingham Crown Court this week after a Bank Holiday accident on the A1.

David Pritchard, a driver for Browns Brothers International of Co Durham, was found guilty of causing death by reckless driving. He had broken the driver's hours regulations and blames a lapse of concentration for a collision with a farm trailer laden with hay.

A 56-year-old Doncaster man sitting in the courier seat died after being catapulted out of the coach - 12 other passengers were injured.

Mr Pritchard was on a National Express journey from London Victoria to Yorkshire when the accident happened near Newark in August 1990.

Prosecuting counsel, Louise Varty, said that the tachograph chart was in a false name and that Pritchard had been driving for 12 hours 40 minutes during the previous 19 hours four minutes - well above the legal limit.

Pritchard, an £80-a-week driver with Browns for seven years, was said to have a good driving record.

Andrew Hamilton, defending, said: 'This is not a case of long, bad, continuous driving, but a momentary lapse of concentration.'

Judge John Hopkin sentenced Pritchard to six months in prison and banned him from driving for two years.

■COMPANY REPORT

GRT records £1.4m profit

GRT Holdings the acquisitive Scottish coach and bus group, has bucked the trends with a £1.4 million profit following a big boost to turnover.

The group owns Grampian Transport, Midland Bluebird, Mairs Coaches, Kirkpatrick of Deeside and Autotruck. Moir Lockhead, chairman and managing director, announced that all its operating companies traded profitably in the year ending March 31. He told around 200 shareholders at Sunday's AGM that turnover was up 57 percent on the previous 14 month period.

Staff employed is up to 1,370 - largely due to the acquisition of the recently privatised Midland Bluebird - and employees' shares rise from 25p to 45p.

Mr Lockhead says GRT is committed to the development of the bus as the principal system of public transport through guided busways and other bus priorities.

■BUS

New name and image for London bus company

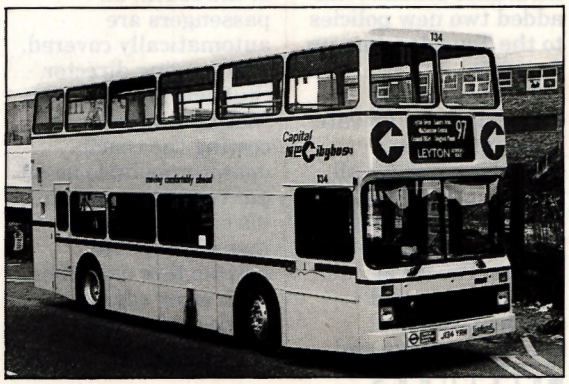
NEW vehicles, a new brand name and a new colour scheme awaits the beleagured bus travellers of Walthamstow as Hong Kong's UK bus operating company unveils a brand new image.

Capital Citybus is the new name for bus passengers to note in North East London.

This new sister to Ensign Citybus is set to become the dominant partner in the family with 30 new Leyland Olympians, two new Dennis Dominators, and 20 new midibuses in the fleet operating 10 bus routes in London.

The company's buses are bright yellow with two red stripes.

The 'C' for Citybus 'arrow' logo - already well known in Hong Kong - dominates the front of the vehicles which also proclaim to be 'moving comfortably ahead.'



Capital Citybus: promises improved service in Walthamstow.

Managing director of Capital Citybus, Leon Daniels - also managing director of Ensign Citybus - said: 'Bus passengers in Walthamstow have suffered uncertainty, strikes, and poor service.

'Now they can look forward to brand new buses, a cheerful bright yellow colour scheme to relieve the urban scene, and our best efforts to give them a full service, with good quality equipment and also first class staff.'

Capital Citybus is the trading name of Walthamstow Citybus. Ensign Citybus is the trading name for Frontrunner Buses SE.

Both companies are wholly-owned subsidiaries of CNT Holdings, which is registered in Hong Kong.

■LIQUIDATION

H & M Coaches is liquidated

WALSALL operator, H & M Coaches, is in voluntary liquidation, with a creditors' meeting set for October 24.

Directors Jeff and Mavis Harvey and Mrs Doris Mealey - recently widowed - have placed the company's affairs in the hands of insolvency practitioner C L Smith, of O'Hara Smith, of Eldon Street, Walsall.

The creditors' meeting will be held at the Chamber of Commerce, Walsall, and will appoint an official liquidator.

H & M was featured in *Coachmart* in the summer of 1990.

The firm ran around 17 coaches from its Chasetown base.

■BUYOUT

Lynton Travel picks up new business

COUNTY Bus parent company, Lynton Travel, has bought all the large-vehicle contracts and nine coaches from Davian Coaches of Edmonton.

Davian continues trading with six coaches and five minibuses, but its premises have been acquired by Lynton, which is now operating new LT tendered contracts from the depot alongside the remaining Davian Coaches operation.

Lynton, which also owns Sampsons Coaches of Hoddesdon, has formed Davian Contracts to run the coaches it has bought. Davian Coaches retains its maintenance contract with County Bus.

BRIEFS

● AUTOTECH, the international automotive technology event, is being held at the National Exhibition Centre in November.

Acclaimed as the definitive exhibition of bus, truck and car product and manufacturing technology, Autotech runs from Tuesday, November 12 to Friday, November 15, 1991.

● CONSULTANT, Transport Design and Development, has been appointed to do research into extending concessionary fare schemes in Somerset, Northumberland and East Sussex.

Two of the studies involve assessing how new county-wide concessionary travel could be established while covering administration and operator costs.

The third study is an extension of TDD's contract to administer the East Sussex 'Countycard' scheme for a further year.

● FLYDE Buses managing director, Ian Marsh, has gone into print backing the BCC's Buses Mean Business campaign in his local paper.

He used a German magazine to illustrate his point - a picture of a street crammed with cars, and one with a single bus carrying the same number of people, with the caption 'When everyone wants to drive, no-one can drive.'

● WOKINGHAM town councillors have agreed on a plan to change the direction of buses to clockwise round the town to aid pedestrian safety... but says it won't foot the £10,000 bill.

● READING Buses has launched a hail-and-ride service in Lower Earley, near Wokingham. The service 20 is said to solve the problems posed by the complexity of modern housing estates in the area.

■COACH

Operator faces bankruptcy over £42,000 coach breakdown bill

A SUFFOLK corporate and executive travel specialist claims he is threatened with bankruptcy after a broken oil pipe led to a £42,000 bill.

Richard Manton, managing director of Club Royale, an eight-vehicle operation based in Sudbury, blames a French vehicle recovery crew for a catalogue of disasters.

Club Royale's five-year-old DAF-engined Smit was on a European pop-group tour when it was stranded at a service area 40 kilometres from Frejus in the South of France. Driver, Philip Wood, stopped the engine and rang DAFaid in Eindhoven.

Mr Manton says that damage to engine and bodywork was caused by a French company.

And after repair in the UK the coach broke down again on its way to Holland for a new windscreen.

Said Mr Manton: 'I am totally disillusioned. There has to be an easier way to make money.'

Since the breakdown, Mr Manton said no-one had accepted responsibility for the damage. His extensive records of the saga had not helped to ensure he was compensated.

DAFaid said the matter was now in the hands of solicitors.

■INSURANCE

Grand UK brings in new policies

GRAND UK Insurance Services, the company behind the Tourplan coach holiday insurance scheme, has added two new policies to the Tourplan line-up for 1992.

Tourplan's 'Day Excursion and Private Hire' insurance provides cover for all private hire parties travelling within the UK within any 24-hour period. The cover includes personal accident, hospital benefit, baggage and personal effects and personal liability. As a single premium is based on the capacity of the coach, all passengers are automatically covered.

Managing director, Stephen Thorley, said: 'With premiums costing the coach operator as little as £9 per trip or excursion, it's easy to sell the insurance to the private hire customer, even after adding a mark-up for the operator.'

■FIXTURES

Edwards to speak at seminar

COACHMART'S 'Into Europe..' seminar will be the first time Dennis new director Vernon Edwards - former MD of Van Hool UK - has spoken in public about his new position.

Steven Rogers Marketing, which is running the all-day conference on November 7, has drafted in Mr Edwards to explain exactly what changes will be made to vehicle specification when 1993 arrives. Technical experts will be on hand to answer all delegates' questions.

And that's not all. Plain-speaking coaching consultant Peter Rodgers will be there to translate the new EC package deal requirements.

Booking your place, or places, couldn't be easier. As a *Coachmart* subscriber, each of your delegates gets the full-day for just £49.99, including lunch and coffee. Overnight accommodation at Novotel Wolverhampton is available at additional cost.

Details from David Penford on 0733 63100.

■TRAINING

Training prediction

THE impact of a free European in 1993 will force operators to take training seriously, says a leading industry expert.

Pauline Bailey, Birmingham Training and Enterprise Council sector manager, says: 'The era of the unhelpful bus driver is over. Drivers are ambassadors for their companies and how they present themselves, whether en route in Europe or picking up passenger at the International Conference Centre, speaks volumes about the product and the company they represent.'

She made the prediction at the launch of a new 'Transport and Distribution Compact' at the Aston Motor Transport Museum in Birmingham.

The compact is charged with the responsibility of meeting the training needs of employers and closing the gap in the area of skills shortages, with funding and guidance from Birmingham Training and Enterprise Council.

■BUS

More Lynx for Whitelaw's

SCOTTISH family business, Whitelaw's Coaches, of Stonehouse in Strathclyde, has recently taken four new Leyland Lynx II citybuses to operate on its expanding routes in Glasgow.

Many members of the Whitelaw family attended the handover of the vehicles at the VL Scottish service centre in Glasgow **(above).**

■LIQUIDATION

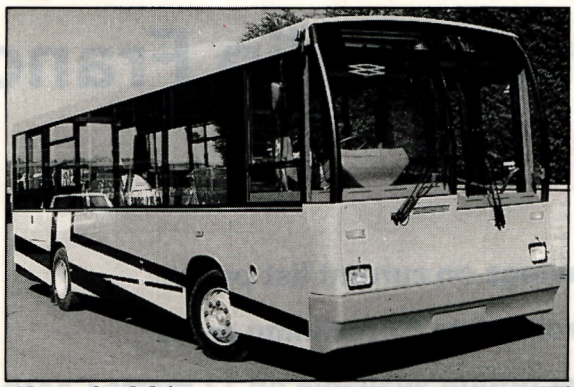
Carlyle goes into liquidation

CARLYLE, the troubled PSV bodybuilder, is the latest victim of the recession. It has gone into liquidation just days before the gates open on Coach & Bus '91.

After emerging as a key player in the post-deregulation minibus market, Carlyle became a major supplier in the very competitive London bus arena. But the bubble burst, and the company fought to adjust to harsh conditions. It had recently announced plans to relocate to smaller premises from Waterworks Road in a residential area of Edgbaston, Birmingham.

Production of Dartline and Dailybus vehicles was stopped when staff were sent home and liquidator, John Kelly, of Ernst and Young, moved in.

Work in-hand included a batch of seven Dartline-bodied Dennis Darts for Hong Kong Citybus.



Above: Carlyle's Dartline body faced stiff competition. Right: liquidation occured days before Coach & Bus '91 opened.

The Dartline was first introduced two years ago by Duple at the Coach & Bus show. Carlyle took over production when Duple closed down and subsequently built the exclusive product on almost 200 Darts - mainly for London Buses. This success spurred other bodybuilders to offer a Dart body as Dennis sought to penetrate a wider market for its midibus.

Carlyle grew out of NBC privatisation. It took over the former Midland Red central works and built the first Ford Transit 16-seater for Harry Blundred's Devon General.

The company went on to supply the burgeoning minibus market with Transit and Sherpa van conversions while at the same time offering a commercial repair and maintenance service on full-size vehicles.

As a minority shareholder in Merry Hill Minibuses, Carlyle forged a link with West Midlands Travel and the Richardson brothers' Merry Hill centre in Brierley Hill. This resulted in the supply of over 100 vehicles for a dedicated minibus service.

A large slice of the company's income came from the Carlyle Bus Centre's secondhand minibus sales and large hire fleet.

Carlyle's Van Hool parts agency survives. It is owned by a separate company - Carlyle Investments.

● Autobus Classique, the company formed to restart production of former Europa coaches, has picked-up the Carlyle stand at Coach & Bus '91 - see page 10.

■ BRIEFS

● COACHES using Wembley are causing major problems by trying to avoid the A406 North Circular's roadworks.

The Metropolitan Police says congestion is the only result: 'This rarely achieves any benefit,' said a spokesman.

He advised operators to stick to the advised A406 access, and for operators approaching from the West to get onto the road via the improved A40.

● DUMFRIES-based Gates Rubber Company is to install new fire-proof flooring material in all London Underground rolling stock.

The Floormaster Plus sheeting is claimed to save on waste, improve safety and be impervious to spillage. Based on Du Pont's Vamac material, it can be cut to order.

● TRANSPORT consultant, Steer Davies Gleave, is to assess demand for taxi services in Brighton - its seventh contract of this type.

The Richmond, Surrey, firm has been directly involved in bus usage surveys this year.

● JERSEY is to get a £7 million tourist attraction.

The heritage venue with landscaped gardens, children's play area and restaurant is centred around a labyrinth of walkways taking tourists through the history of the island.

Translations will be provided in several European languages.

● CORNISH operator, W J O Jennings, has chalked-up a quarter of a century on its railway replacement service between Bude and Exeter.

Jennings started the express coach service in 1966 with a Bedford, but today it uses B10Ms and other high-spec vehicles. The route serves the 'rail-less West' seven times a day.

■PEOPLE

Seaman to leave Sealink

SEALINK Stena's sales development manager, Tony Seaman, is to leave the company at the end of the month.

He handed in his notice to 'pursue other interests' said a spokesman for the company who added there was no connection between Mr Seaman's departure and the decision to axe staff at Sealink Stena.

'This will not affect our operations with operators. We still have an excellent sales team headed by Craig Anderson,' he said.

■MANUFACTURING

BREL carries on despite cash crisis

BREL, the train manufacturer, is to continue PSV refurbishment and engine remanufacturing despite a financial crisis triggered by a severe cutback in orders.

The privatised company is to shed 450 jobs as its main customers, BR and London Underground, struggle to fund any substantial capital investment in new rolling stock.

The Public Transport Information Unit, a consortium dedicated to a properly funded and planned integrated transport system under democratic control, says: 'Only a positive government response to calls for massive new investment in Britain's rail infrastructure can now halt the decline of what was once a major British manufacturing industry.'

BREL owns the former British Rail locomotive works at Derby, Crewe and York. In 1990 it had a £315 million turnover, a £1,100 million order book and a total payroll of 8,643.

Starvation of rail orders forced the company to open-up its considerable resources to PSV customers. The carriage works at Derby has just completed a Leyland National refurbishment programme on 20 vehicles for Western Travel subsidiary, Midland Red (South), and a spokesman said a number of potential orders were in the pipeline.

The company sees a healthy future in the engine/transmission market and looks forward to improved facilities when the Derby operation is merged onto a single site within the next two years. Stocks include Leyland and Gardner engines for buses and coaches.

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■NEW VEHICLES

Plaxton responds to the challenge with new coaches

BOLSTERED by £12 million worth of orders, Plaxton has picked up the gauntlet thrown down last month by Mercedes-Benz with its new 0404 range and confidently unveiled its eagerly awaited new generation of coaches.

Over 200 bodies were ordered by companies up and down the country after operators had a chance to preview the new Premiere and top of the range Excalibur.

The biggest single order - for 61 bodies on the Volvo B10M chassis - has come from Wallace Arnold, but other companies impressed enough to buy include Shearings (40), Parks of Hamilton (30), Excelsior (18) and Anderson, of Horsforth, Leeds.

The new coaches were officially unveiled last week and will take centre stage at next week's Coach & Bus '91 Show at Birmingham's NEC. They represent the culmination of a three-year £3.5 million research and development programme and will be taking on Mercedes' recently launched luxury fleet *(Coachmart,* October 3) and Kassbohrer's new 300 series Setra.

Plaxton is determined to have a crack at the European market and the new coaches certainly have continental appeal. The flagship, Excalibur, is immediately identifiable by its 'swept back' front. It is being built only as a top specification 3.5-metre model while the two Premiere coaches are offered in two heights - 3.2 metres and 3.5 metres.

The Excalibur (above) and Premiere (right): will help Plaxton crack the European market.

The Premiere: aerodynamic design.

Both models have been built to ECE R66 roll-over legislation which requires it to absorb severe impacts without the structure collapsing into the passenger zone - another indication of Plaxton's determination to take sales across the English Channel. The seats, too, have been designed to meet strict European standards and conform to ECE R80.

Plaxton says that the Premiere and Excalibur will use less fuel than their predecessors. Wind-tunnel tests were used to reduce the vehicle's drag and helped shape its aero-dynamic wind-cheating design.

Clive Hodgson, Plaxton's coach sales director, said: 'The new range was developed after extensive research among operators. This showed that alongside the traditional themes such as comfort and appearance, safety and fuel efficiency were becoming important issues. These new models reflect these changes.

'Research also showed significant demand for a flagship coach and Excalibur, which will be built in smaller numbers than Premiere, offers a high spec.'

The production of both models is now underway at the company's Scarborough factory and examples of the vehicles will be shown at the NEC on Volvo, Scania and Dennis chassis.

Tinted double-glazing is standard across the range as is a Blaupunkt sound system. Temperature sensors in the saloon help an even spread of heat. Filtered air is blown through the rack mounted jet vents and an extractor fan wired to the ignition ensures through air flow whenever the ignition is switched on. Sutrak air conditioning and a Webasto oil fired heater are factory fitted options.

The driver has an adjustable Chapman Nova seat and the driving compartment has its own ventilation system.

To improve safety in wet weather, the windscreen wipers incorporate washer jets in the wiper arm to make sure the water is sprayed directly on the screen.

The number of fittings on the body exterior has been kept to a minimum. The main body is stretched Durasteel and is bonded to the frame. The roof is a single piece of aluminium and also bonded to the frame. Many of the vulnerable lower panels are made using a resin transfer moulding system (RTM) process which offers higher resistance to minor knocks than conventional GRP mouldings.

● ***Don't miss Mike Morgan's assessment of the new Plaxton - his exclusive road test is coming soon in Coachmart.***

COACH MART
conference
To learn how Europe can be your ticket to increased profits
turn to page 17

■NEW COMPANY

Europa bosses in jobs rescue

FOUR Europa managers have set up a new company - Autobus Classique - to rescue jobs and production lost with the demise of the G C Whittaker Group.

Autobus moved-in quickly to take Carlyle's Coach & Bus '91 stand at the NEC following the collapse of the Birmingham-based company. It will show two vehicles - a 23-seat van conversion and 29/33-seat body based on the former Europa Enterprise.

New coaches will be sold under the Classique label using Europa designs. The first Autobus vehicle is Westways of High Wycombe's coach which won its class at Showbus '91 *(Coachmart,* October 3, 1991). This Mercedes-Benz 811 Classique 29-seater was completed after closure of Europa's Kirk Sandall works in Doncaster.

Autobus is making a fresh start from new premises close to the A1(M)/M18 interchange in South Yorkshire. Led by managing director Paul Hancox, the management team includes Alan White (sales), Mike Wrightson (finance) and John Seale (design).

Mr White stressed: 'Although the Europa management team and workforce will continue with the Europa range, the new company will have no connection with the Europa company or G C Whittaker.'

In a commitment to former Europa customers, Mr White said: 'We will honour Europa warranty claims.'

Europa was put in the hands of official receivers due to G C Whittaker's composite banking arrangements, which froze the company's bank accounts when other group companies where put into receivership *(Coachmart,* September 5, 1991).

Westways: taken delivery of first Autobus vehicle.

The company built up a reputation for quality and service for both its Mercedes van conversions and its distinctive wide-bodied Enterprise on Mercedes or Renault chassis-cowls.

■COACH & BUS SALES

September's sales show slight increase

SEPTEMBER'S new coach registrations were 15 percent up on the same month last year.

The fillip might spark some optimism but it's only 38 vehicles versus 33.

The figures for coaches sold to date this year are a little more depressing. Overall, sales are running 41 percent down on the first nine months of 1990.

The lion's share of coach chassis sold so far in 1991 have been Volvo - just over 48 percent of the market totalling 618 vehicles.

The company's Leyland counterpart has so far taken almost 21 percent, and the rest of the league table reads DAF, Scania, Dennis, Setra, Bova, Duple and MAN, all with less than nine percent.

Of combined bus and coach sales, only Optare and VL UK show any improvement, month on month, and only Dennis, DAF Bus, MAN and Optare show any upward trend in the figures for the year to date.

Overall, the picture still looks gloomy with total sales of PSVs down 31 percent in the year to date, 25 percent down on September 1990.

Orders placed last month - as the city talks of an end to the recession - will not appear in the registrations for some months.

NEW COACH AND BUS REGISTRATIONS

Manufacturer	August 1991	August 1990	Year to date 1991	Year to date 1990
DAF Bus	6	0	72	0
Dennis	36	39	338	281
Duple	2	0	5	18
Iveco	0	0	1	5
Leyland DAF	3	7	41	182
MAN	0	0	15	3
Optare	12	1	99	35
Scania	6	32	105	177
VL Bus UK	40	37	341	725
Volvo (Sw)	8	32	397	614
Other British	1	0	5	16
Other imports	10	17	137	204
Total British	91	77	788	1075
Total imports	10	17	137	204
Total	124	165	1556	2260

Source: Society of Motor Manufacturers and Traders

NEW COACH SALES LEAGUE

Manufacturer	August 1991	August 1990	Year to date 1991	Year to date 1990
Volvo	7	10	297	454
Leyland	11	2	129	138
DAF Bus	5	6	54	126
Scania	6	8	41	88
Others	1	4	38	74
Dennis	6	2	22	83
Setra	0	1	17	19
Bova	0	0	12	49
Duple	2	0	5	18
MAN	0	0	3	3
Totals	38	33	618	1052

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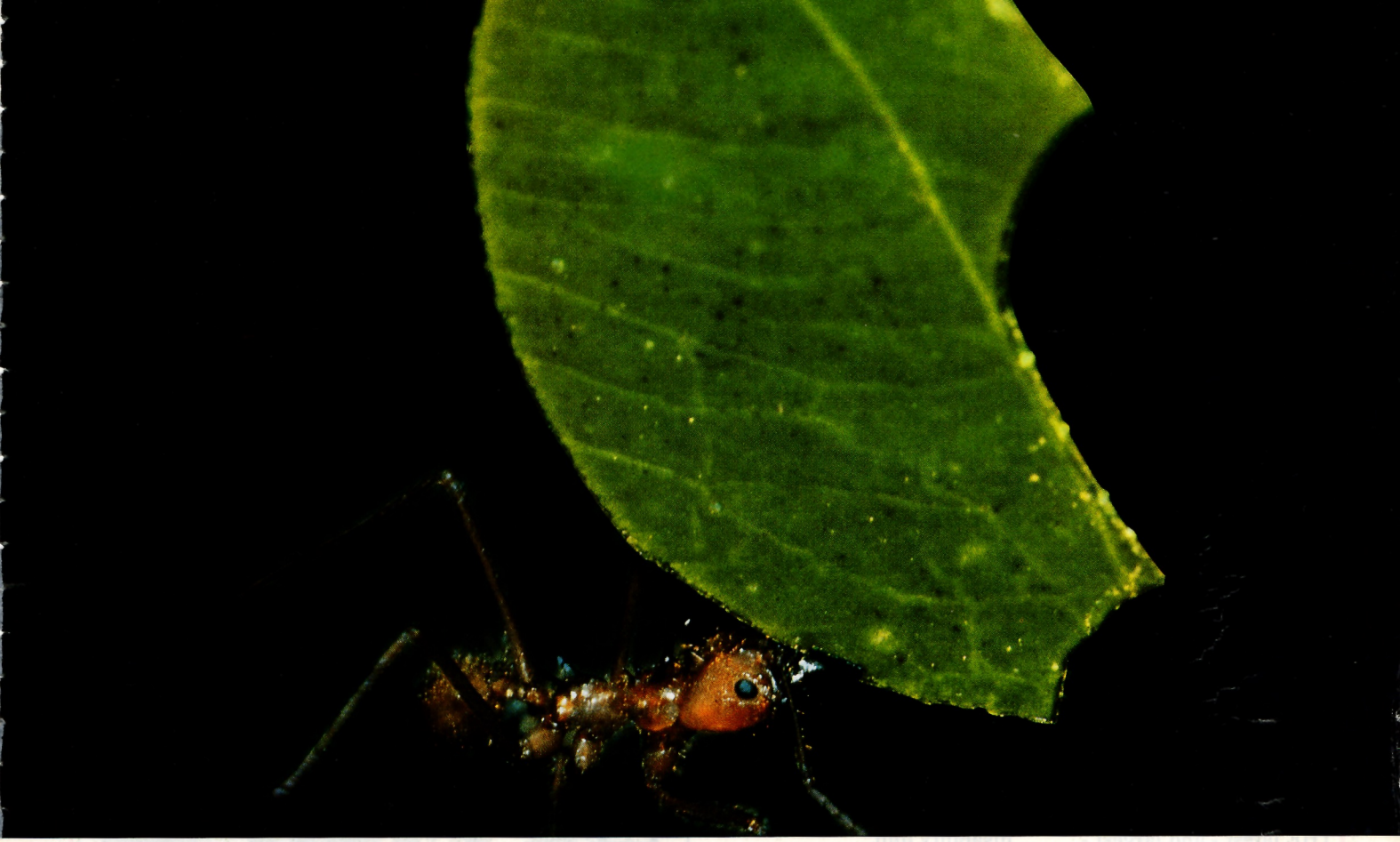

THE COMPETITION

Taking a leaf from the ant's book, the Dennis Javelin is designed for high load carrying capacity, low weight and tireless hard work.

Admittedly it takes more than a drop of nectar but the Javelin is far from thirsty – typically using only 90% of the fuel needed by more conventional designs, whilst more than covering the ground.

There's a longer-legged version too. The latest Javelin GX has an even better power to weight ratio for cruising effortlessly through the most punishing jungle – the world's highways.

Unlike the ant, all Dennis designs have advanced steering, braking and suspension from the same team which produces the celebrated Dennis fire engine range – so roadholding, durability and safety of the Dart, Dominator, Lance and Javelin are unsurpassed.

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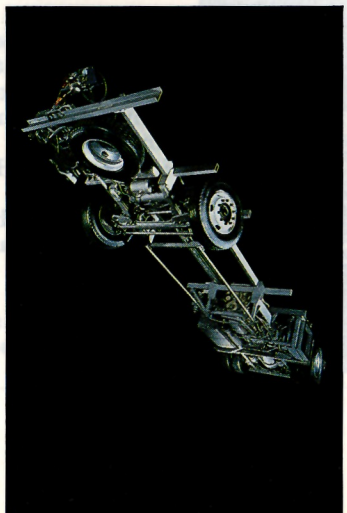

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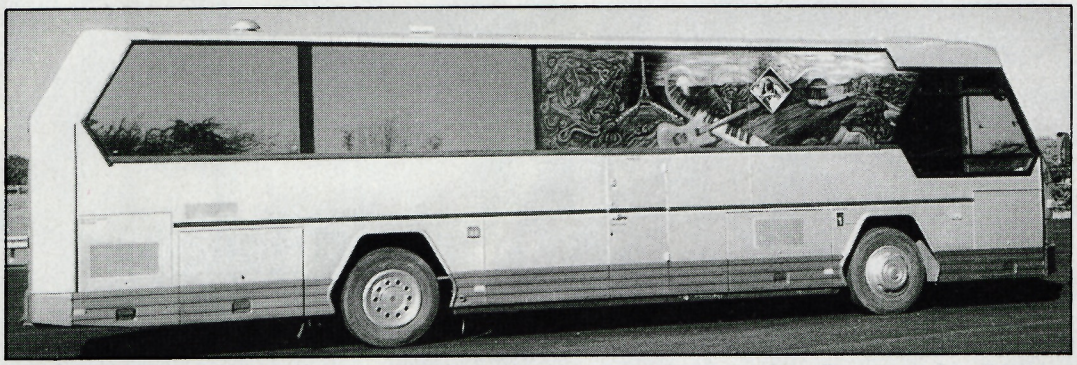

AN Odyssee coach is all set to Rock and Roll for a few more years after undergoing an extensive refurbishment by its new owner, Nova Travel, of Camber in East Sussex.

It is now fitted with 15 beds, U-shaped rear lounge, two video monitors, one TV, CD player, front and rear radio and tape.

Additional refinements include a fridge, microwave, generator, computer game, phone, toilet with hot and cold shower, Webasto, and Sutrak air conditioning.

To complete the refurbishment, a Rock and Roll mural has been painted on panels which replace some of the side windows.

Linley's gets bigger specialist coach

THE latest - and largest - coach for wheelchair accessible specialist, Linley's of Lymm, is a rare 51-seat Wrights Contour fitted with Ricon Mirage underfloor passenger lift.

Owner, Brian Linley, said that the refurbished vehicle would enable the firm to pick up long distance work, including tours and holidays to complement local and contract work already undertaken.

All Linley's 23 vehicles are wheelchair accessible - hence the company motto: 'Equal Travel For All.'

The Linley approach was strongly endorsed by Ann Frye, OBE, head of the Department of Transport's disability unit.

Launching the coach before an audience of 100 regular customers, social services department transport managers, and local authority transport co-ordinators, Ann Frye congratulated Ricon UK and Wrights 'for turning a dream into reality.'

She said: 'In recent years, coaches have had higher and higher floors, providing good views and room for luggage underneath. But 80 percent of coach holiday patronage is by pensioners, and therefore it is not just wheelchair users who will benefit by using the passenger lift and other access improvements.'

Ricon UK was formerly P & J Fretwell and the Mirage lift is its latest underfloor design which is a self-contained unit secured to the vehicle by eight bolts.

Michael Linley tries out the lift watched by (left to right) Brian Linley, Ann Frye and Percy Fretwell, managing director of Ricon UK.

Optimo finds a new home

SALVADOR Caetano (UK) has recently supplied a Toyota Optimo II luxury mini coach to Victoria Care Hotels, the Coventry company which runs a group of luxury homes for the elderly.

The Optimo is to GL specification.

It features 21 luxury seats, courier seat, power plug door, tinted windows with full draw curtains, forced air ventilation, individual reading lights, Blaupunkt audio equipment and full soft trim with centre gangway carpet.

You've been buying...You've been buying...You've been buying...You've been buying...

DAF swells Yorkshire European's fleet

WITHIN its first year of coach operation, Yorkshire European of Harrogate, has added a fourth coach to its fleet.

Yorkshire European sprang from Exchange Service Group Travel - the school holiday specialist.

Partners, John Bullock and Neville Hayes, set up a separate company to provide Exchange with its own vehicles rather than hire-in.

Mr Bullock explained the company's rapid growth: 'The secret is our backbone of own work. The rest is just bolted on.'

Additional work comes from education contracts for two older vehicles and a growing pool of private hire business from language schools in Harrogate.

The latest vehicle is a Plaxton 3200-bodied DAF SB2300. It is Yorkshire European's second new coach - the first was a Van Hool T815.

However, unlike the previous acquisition, the DAF is on lease.

Mr Bullock said: 'Clearly the work was there and it makes sense to lease instead of paying other operators to hire-in.'

After a hectic first season Mr Bullock does not expect the same rapid rate of expansion to be maintained.

'We're on a firm foundation and now is the time to consolidate.'

A century of Van Hools for Tenerife company

TENERIFE'S largest operator is to get its 100th Van Hool city bus.

Transportes Interurbanos de Tenerife SA set about modernisation of its 300-vehicle fleet in 1988. Eight consecutive orders for Van Hool's complete vehicles replaced a third of its buses and transformed its operation.

The very manoeuvrable and compact A508 is ideal for the crowded city centre of Santa Cruz.

The articulated AG280 and its successor, AG700, were chosen for busy routes between the city centre and holiday beaches. Recent deliveries have been split between buses for city routes and higher spec vehicles for inter-urban routes. Air conditioning has become a standard requirement on the vehicles - a necessary luxury on the sun-drenched Canary Islands.

Brierley goes for Mercedes

JOHN Brierley & Son, of Stockport, has taken delivery of a 24-seat PSV midi coach based on a diesel engined Mercedes-Benz 609D.

The vehicle was converted by Made-to-Measure for private hire and contract work.

Its specification includes high back Capri seating by Kustombuilt, full soft trim interior colour coded to the seats, Blaupunkt stereo radio/cassette with four speakers, electric air intake/extractor unit, lift-up roof vent, full length luggage racks with driver's locker, tinted windows and decorative curtains.

Jeffs Coaches: has broken with tradition and bought these two Dennis Javelins for its 80-strong fleet.

Jeffs Coaches makes a change with Javelins

JEFFS Coaches, of Helmdon near Brackley, has broken a long line of Volvo purchases with the purchase of its first two Dennis Javelins.

The Northamptonshire company currently has 80 coaches, including 35 Volvos.

Partner, John Jeffs, told *Coachmart:* 'We run a large fleet and when something new comes on the market we've got to give it a try. Our interest in Dennis comes from reports of better fuel consumption.

'We are very happy with the Volvos, but the Dennis is a cheaper machine which, hopefully, uses less fuel. So we decided to try them on general UK work.

'Our drivers seem quite happy with them. However, only time will tell.'

Jeffs' Javelins have Caetano Algarve 3.35-metre high bodywork mounted on 12-metre chassis which features Cummins 240 bhp turbo-charged engine, six speed ZF gearbox and air suspension.

A comprehensive specification on the vehicles includes 53 reclining seats, courier seat, tinted windows with full draw curtains, rear full height continental door, Blaupunkt radio/PA/cassette and full soft trim.

The 'Basil Fawlty' management style is still flourishing in British hotels

THE public's watchdog, the Consumer's Association, has come right out with it - Britain's hotels are like Fawlty Towers on a bad day.

According to the *Which? Hotel Guide 1992*, some of our establishments are a trial by rudeness.

No doubt many of our readers could identify the guilty ones.

Among complaints were the constant wallpaper music, not enough bedclothes, poor sound insulation and discrimination against single travellers.

Hoteliers could be mean, deaf, rude and unfriendly, though it has to be said, so can some guests.

Mealstop has experienced all of these things. In a recent stay at a four-star hotel, the duvet appeared to be made of asbestos and the sheets from reject Brillo pads. Evidently, there were a young couple next door. Their night-time frolics shook the light fittings on *Mealstop's* side of the wall.

Breakfasts vary from microwaved bacon and rubber scrambled egg to cold cardboard croissants and rolls that appear to have been taken from a dry stone wall.

Operators have much worse horror stories. One told us her clients were led to a roped-off area of the restaurant area and made to eat at the same sitting.

Mealstop would very, very much like to hear a few more of these horror stories.

Drop us a line, or Fax 0733 62656. It's up to you whether you name the hotel concerned...

Be on your guard for rampant 'ladies'

SAY what you like about the Chippendales, they have generated a great deal of coach business since they hit the UK.

From the safety of the office, the advent of the bodybuilding dance troupe might all seem like good news. But from the driver's seat, it's not.

Mealstop's local concert promoter tells the story of a trip an hour from Peterborough which actually lasted three-and-a-half hours.

So fraught was it that the operator refuses to let Chippendale coaches go out without a bouncer aboard, sufficiently ugly that he won't inflame the passions of the female passengers.

'On the last trip, we had to call out the police with tracker dogs to recapture one rampant woman,' said the promoter.

'She'd left the coach saying she wanted to be sick, and that was the last we saw of her.'

He says women even assume false names when booking tickets: 'I sold the mailing list to a mate of mine who was running a pub hen night. Some of the women getting the letters were pensioners...'

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Public transport is a really serious subject

From Manuel Soares

SIR

The article of your September 5 issue under the heading of *'School bus wheels fault leads to MoT re-tests'* compelled us to write to you.

Your article was full of 'meaningful' information such as 'vehicles getting on a bit' and 'due to the present financial climate and competition for contract work at suicidal rates - vehicles that would normally have been replaced and had not been,' and 'because of the age of the vehicles and the numerous prohibitions, he wanted each and every vehicle to go through MoT test again,' which indeed was a very good reason for Mr Mervyn Pugh to say that 'parents must have been horrified by what had happened.'

According to various experts in your country it's admissible that between 25-35 percent of old coaches and buses should be withdrawn from circulation and scrapped.

Not only because of age and condition, but due to the heavy costs of maintaining these old units in acceptable terms of activity.

In such cases we think one of the means to solve the problem would be by providing special legislation with particular incidence on age, condition... and cost of upgrading.

The MoT tests should contemplate more rigid rules of accepting vehicles for active work and the culling of old vehicles should be instituted through proper channels which automatically would demand certain standards for the old-timers!

Public transportation is indeed a very serious activity and cannot be dealt with lightheartedly.

MANUEL SOARES
INTERNATIONAL ADVISOR
SALVADOR CAETANO-IMVT, SA
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Send your letters to:
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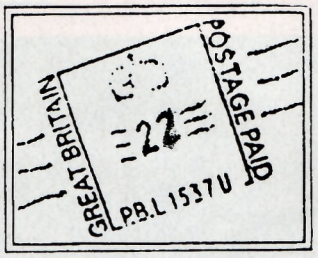

The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

A lost problem

From Paul Catterall

SIR

We have just received a letter from a solicitor acting on behalf of a lady who alleges to have left items on one of our vehicles. Our driver cleaned it and so found no lost property. They imply we are responsible for the client's goods whether we have them or not. This leads us wide open to countless claims.

Have other firms had such action taken against them and what defence was and should be taken? I've sent our letter to our insurers but feel the articles in question should be the responsibility of the client and they in turn are questioning our honesty. We've returned lost items over the years free of charge. But this takes the biscuit!

PAUL CATTERALL
MANAGING DIRECTOR
CATTERALL'S COACH & TRAVEL SERVICES
LEAMINGTON SPA

Reaction was disappointing

From Dave Crook

SIR

I was very disillusioned with the response I received for the Owner/Driver Club.

Although many individuals had many problems, there were only a few who were prepared to put up any money to form the collective power needed to sort things out.

One of the major problems was the heavy fines imposed by the French on drivers exceeding their hours on the long distance journeys. This was one item I went into deeply, and therefore, although the ODC isn't going to happen, I feel that I should pass on the knowledge I have gained.

I have received information on Commercial Overseas Drivers. Basically, the system works by them having British proven drivers.

A tour actually going to the South of France on a 10-day stint would normally need two drivers (£100 per day) resulting in £1,000 wage bill.

Using COD, a single driver would take the coach to Macon, where he would be relieved by a COD driver, who would take the coach to its destination. He would then arrive back at the resort for the return to Macon, where the original driver would take over, having been taken from the resort to Macon by car. Totally legal. Cost less than £700 for wages, saving approximately £300 for a 10-day tour. To me this makes sense.

I have spoken to operators who have used the service, and they have all praised the system, and the drivers provided, very highly.

The other major problem was with insurance. Without being a single unit of 200 or more, there isn't much that can be done.

The same situation obviously arises with the breakdown and rescue system that was being set up, and could have saved operators a lot of expense and heartache.

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To pay or not to pay - VAT is the question

QUESTIONS answers

Questions on any aspect of coach operation that is giving you problems should be sent to: Marksman, c/o *Coachmart*, Wentworth House, Wentworth Street, Peterborough, PE1 1DS, or by fax: 0733 62656.

Q PLEASE can you advise me whether to register for VAT or not? I run a one-man private hire mini-coach business. Do night-club and theatre bookings attract VAT?

CP, Humberside

A THE carriage of passengers in vehicles with less than 12 seats is subject to VAT (at the current rate of 17.5 percent). Transport in vehicles with 12 or more seats (for any reason, including all forms of private hire and contracts) is zero rated. There is an important difference between zero rating and VAT exempt. Exempt industries (e.g. insurance) do not charge VAT, but cannot reclaim what they pay on purchases. Zero rated industries reclaim VAT paid, but do not charge any on sales.

Any business with a yearly turnover of more than £35,000 has to register for VAT, but smaller businesses can register voluntarily. If your coach has 12 or more seats you would probably be better off registering as you can reclaim VAT on all purchases (including that on vehicles with 12 or more seats). If you run a smaller vehicle profitably (i.e. with receipts being greater than costs) you will pay more VAT than you can reclaim if you are registered (and cannot, in any case, reclaim the VAT on the purchase of these smaller vehicles). Thus there may be no obvious financial advantage in voluntary registration in these circumstances. But you should also take into account the fact that if you are not registered you cannot give your customer a VAT invoice although you will have to pass on the VAT which you have paid in arriving at your charge-out rate. As your customer will not be able to reclaim this VAT element in your charges it could, perhaps, put you at a disadvantage; e.g. in tendering for contracts.

Although transport to clubs, theatres (and hotels) on vehicles with 12 or more seats is zero rated, should you sell the transport and admission (or accommodation) to your passengers as a 'package' price, you then have to account for the VAT according to rules laid down in VAT Notice number 709/5/88 - 'Tour Operators' Margin Scheme'.

Q TO avoid breaking the law, how can a coach driver know if an axle on his coach is overloaded?

HH, Lancs

A RIDICULOUS as it may sound the only certain way, as in the haulage industry, is to weigh the loaded coach!

As lorries can be fitted with on-board weight sensors which display axle loadings in the cab, I presume that these could also be fitted to coaches - though I have yet to hear of anyone going to these lengths.

In practical terms the first step is to discover from the plate on the chassis (or from the chassis manufacturer) what is the maximum permitted gross and axle weight for the vehicle in question.

Test weighing empty (and, if possible loaded) of a sample vehicle in that class will indicate the maximum gross and axle loadings that can be made (and if weighed laden with passengers, how much luggage weight could also be carried). Even armed with this knowledge, and limiting the weight of luggage carried, a PSV driver (like his HGV counterpart) is still responsible to ensure that the load is evenly distributed.

I am sorry if this sounds a silly answer to a very sensible question. You are quite right to be concerned as overloading is an 'absolute' offence. This means that however much care a driver takes, if the coach is overloaded, then he is guilty. The ray of comfort is that it is reasonable to assume that, as with lorries, DTp officials are more likely to pull obviously overloaded coaches in for weight checks and thus those drivers (and operators) who make sensible attempts to avoid overloading are less likely to be caught out on a slight, or technical, overload.

Q CAN you please tell me where 'The Darling Buds of May' is filmed? I understand that a new series will be on TV soon and I would like to run some excursions to the location.

CBT, West Yorks

A YES, we have all done very nicely bringing groups to Yorkshire on Emmerdale, Herriot and Last of the Summer Wine tours and it's your turn now!

'The Darling Buds of May' is filmed in and around the village of Pluckley, just west of Ashford, Kent. The real name of the local pub is the Black Horse and the landlord, Ted Miles, tells me he is very busy, but still coping, with a huge upsurge in demand.

Q IS it really necessary to have a torque wrench to tighten wheel nuts?

NB, Hants

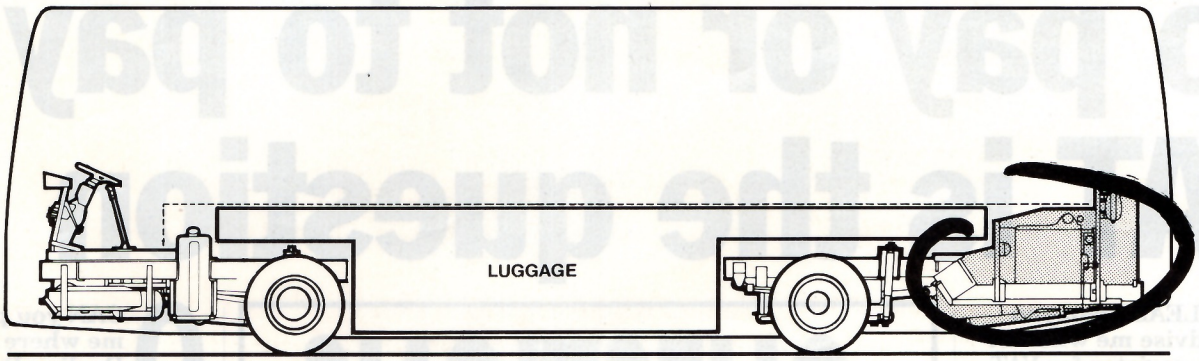
A TIGHTENING with a piece of scaffold pole on the wrench bar until the nut clicks does not guarantee even tightness and may stretch studs and cause breakage when they are under stress on the road (and the possible loss of wheels).

Tightening wheel nuts to the recommended setting with a torque wrench is now considered to be good practice.

Even so, nuts should still be checked periodically, and especially soon after a wheel change.

Don't miss the October 24 issue of Coachmart when Marksman will be answering more of your questions.

THERE'S ONLY ONE PLACE THE ENGINE SHOULD BE ...



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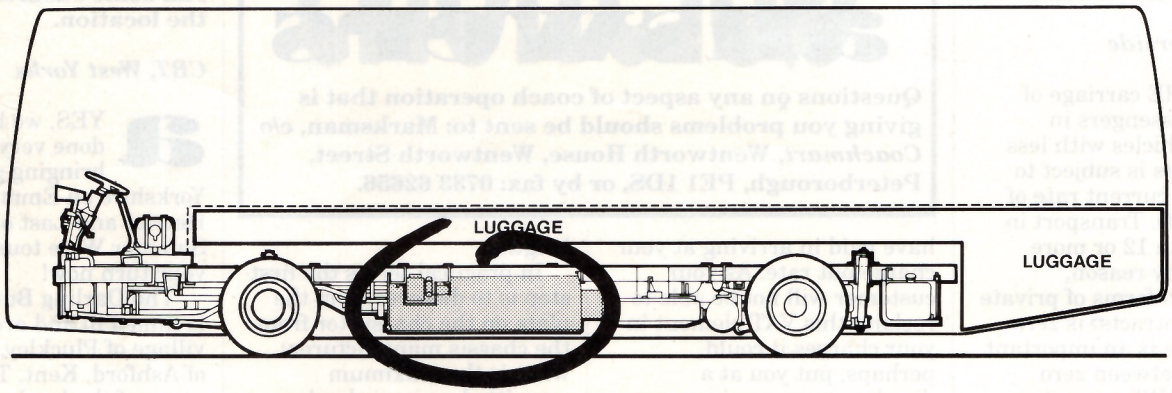

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THE TEST RESUMES

Mike Morgan kicks off a new series of Maintenance Diary with a look at a Dennis Javelin which has just completed a six-month trial with Excelsior, of Bournemouth.

IN a remarkable expression of confidence, Dennis put two Javelins on public trial with two of Britain's major new coach buyers - Wallace Arnold and Excelsior.

Coachmart has teamed-up with Dennis to produce an end-of-season report.

Both operators run a large fleet of Volvo B10Ms on British and continental tours. If Dennis is to make inroads into the fleet market then it must perform well alongside the favoured marque.

Six months into the test and the Javelin is holding its own. Fuel consumption is better than the Volvo and drivers have come to terms with the less powerful but nonetheless user-friendly alternative.

After 45,319 kms the Excelsior fitters at Bournemouth confirm that the Javelin has had a trouble-free season. They couldn't comment on limited access to the more compact driveline, because they had only been called upon to do routine checks and servicing which presented no problems.

Although the two Plaxton 3200-bodied coaches are nominally identical, there are detail differences to suit the operators' needs. At the end of this half year, these variations in specification have been significant.

The most obvious visual difference is the split screen on the Excelsior vehicle. This proved to be a cost-effective option when a pheasant tried to join the front seat passengers. Excelsior has a rear saloon extractor fan on all coaches. This is not normally conspicuous, but Plaxton raised the gangway to clear the extra height of the vertical Cummins C series engine. Consequently, passengers have found the fitment too close for comfort.

The only other passenger response has been the intrusive noise levels when seated amidships.

Dennis coach sales manager, Mike Martin (left), and Excelsior managing director, Len Clarke, with the Javelin.

Compared with Volvo - all comments result from contrast with similar spec Swedish machines - the Dennis is noisier. Both Dennis coach sales manager, Mike Martin, and Excelsior's managing director, Len Clarke, agreed that the Javelin lost out because of the double insulation provided by pannier lockers over the Volvo engine.

Dennis invited drivers to complete a questionnaire covering 10 areas. With inevitable frankness the responses picked-up good and bad points, including noise and a comparative lack of power on hills.

Len Clarke observed: 'The braking system has come-up consistently over the season.' However, Mike Martin put this down to the fact that the Telma on Excelsior's Volvos had a four stage operation through the footbrake, rather than just the first two stages in the Javelin instalation.

A wiring mix-up on the WA coach left the Telma out-of-use until the problem was identified. Consequently, the brakes were more of an issue with the Yorkshire operator.

Excelsior moved from an all Ford fleet to Volvo and is very pleased with the Volvo performance. Mr Clarke confessed to being surprised at how well the Javelin was received. He said: 'Drivers may think of it as a step down given the background. For tour work the Javelin's luggage space is very good indeed.'

Mr Clarke was cautious about making judgements on the Javelin's superior fuel economy. 'We like to keep one driver with one coach, and for this evaluation we have gone against all our principles. So the coach could be tested on all types of work we have moved it around. This may explain why the average of 10.3 mpg is lower than expectations.' ▶

THE VEHICLES

Chassis	Body	Operator	Location
Volvo B58	Plaxton 3200	Allander Coaches	Milngavie
Leyland Leopard	Plaxton Supreme 3	Carmel Coach Travel	Okehampton
DAF MB200	Jonckheere Bermuda	Guardian International	Rugeley
Scania K113	Van Hool	Johnson Bros Tours	Worksop
Leyland DAF 400	Crystals	K Valley Coaches	Woking
Kassbohrer	Setra 215HD	Silver Coachlines	Edinburgh

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1987 LEYLAND TIGER (CUMMINS) DUPLE 340, 49 str, toilet, MoT **£39,950**

1983 PP LEYLAND TIGER PLAXTON 3500, 49 str, toilet, wired for TV/video, MoT 29 Nov '91 ..... **£35,000**

1982 X MAN SR 280 HI[SOLD]OR, 49 str, toilet, many extras, MoT Aug '92 ..... **£27,000**

1982 X LEYLAND TIGER VIEWMASTER, 46 str, toilet, MoT 31 Oct '91 (will re-test) **£21,750**

1981 PP MAN SR280 [SOLD] courier, finished all white, MoT 17 June '92 ..... **£24,000**

1980 V BEDFORD YMT DOM II, 53 str, MoT 3 June '92 ..... **£6,500**

1980 V BEDFORD PJK PLAXTON, 29 str, MoT expired (in test) **£6,800**

1979 T FORD R1114 PLAXTON, 53 str, MoT 22 Aug '92 ..... **£4,950**

1976 P FORD R1014 PLAXTON, 45 str, MoT Oct '91 ..... **£1,975**

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1985 Leyland Tiger 245 ZF Plaxton 3500

1984 Neoplan Skyliner DAF 1160 Engine, 75 seat, National SPC

1974-7 Good selection of Leyland Nationals

1987 Freight Rover Sherpa Carlyle, 18-20 seats, good selection, some with MoT's

1975 Bristol VRT Double Deckers, MoT

1977-8 Daimler Fleetlines, Gardner engine, choice

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◀ Nevertheless, economy is more than one mpg better than the Volvo and Excelsior drivers are trained to get the best out of that machine. Mr Clarke admitted that fuel was his biggest operating cost, but any decision to buy would only be made after assessing the complete picture.

He said: 'Our biggest concern is the lack of certainty about resale values in two or three years. These are not times for management to take unnecessary risks. You can only afford to buy new if you get a good deal.'

New survey

Meanwhile, September was the first month for our fourth batch of Maintenance Diary volunteers.

We've stuck to the proven formula of six vehicles from six operators. But this time the mix is particularly impressive. Every vehicle is a coach, but beyond that they demonstrate the diversity of UK coach operation.

There are older models from Leyland and Volvo. The later, a B58, has the distinction of new Plaxton 3200 body. At the other end of the age spectrum are two brand new coaches - a Scania K113 and a Leyland DAF 400, which is our representative of the small coach brigade.

Silver Coachlines, of Edinburgh, has contributed a touch of class to the survey with one of its Setra 215 HDs.

All of the *Coachmart* six will report-in at the end of each month so that once again we have a comprehensive picture of our operators' maintenance experiences.

Month One - September 1991

ALLANDER'S VOLVO - Specification

Chassis - Volvo B58
Engine - Volvo THD 100
Gearbox - ZF six speed
Body - 1991 Plaxton Paramount 3200 - 49 seats
Date first registered - August 1979

Maintenance report

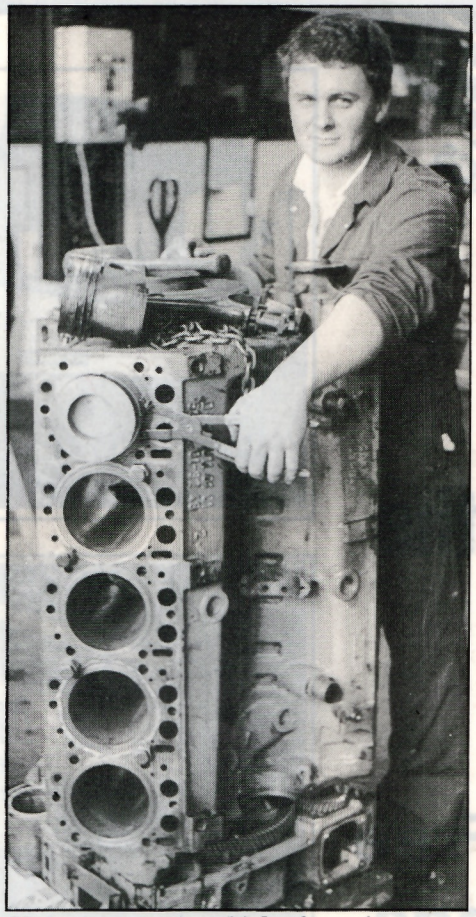
Mileage this month - 6,720 miles
Type of work - private hire and day tours
Fuel used this month - 738.5 gallons
Fuel consumption this month - 9.1 mpg
Engine oil used this month - four pints
Tyre maintenance this month - four new tubeless tyres (two front/two rear)
Problems rectified this month - nil

CARMEL'S LEOPARD - Specification

Chassis - Leyland Leopard PSU5 - 12-metre
Engine - Leyland 680
Gearbox - five speed semi automatic
Body - Plaxton Supreme 3 - 55 seats
Date first registered - April 1979

Maintenance report

Mileage this month - 1,795 miles



Maintenance: six vehicles from six operators are once again facing the test.

Type of work - school contracts, private hire, one National Express trip
Fuel used this month - 206.4 gallons
Fuel consumption this month - 8.7 mpg
Engine oil used this month - four pints
Tyre maintenance this month - one rear tyre replaced after blow-out on M4
Problems rectified this month - one injector repaired with new nozzle; universal joint replaced on back of gearbox; differential pinion seal renewed; exhaust flange ring changed; manifold welded; and rear U bolt renewed
Comments - servicing included: oil change; service; safety check

GUARDIAN'S DAF - Specification

Chassis - DAF MB200
Engine - 11.6 litre DAF DKFL 256 bhp
Gearbox - ZF six speed S6.90 with splitter
Body - Jonckheere Bermuda
Date first registered - 1982

Maintenance report

Mileage this month - 4,702 miles
Type of work - tours and private hire
Fuel used this month - 356 gallons
Fuel consumption this month - 9.6 mpg
Engine oil used this month - one gallon
Tyre maintenance this month - two tyres re-cut
Problems rectified this month - prepared for MoT on September 8
Comments - two pints of power steering fluid needed

JOHNSON'S SCANIA - Specification

Chassis - Scania K113
Engine - 11 litre Scania DS11 320 bhp
Gearbox - GS772 Scania five speed with splitter
Body - Van Hool
Date first registered - August 1991

Maintenance report

Mileage this month - 3,271 miles
Type of work - tours and private hire
Fuel used this month - 308.5 gallons
Fuel consumption this month - 10.6 mpg
Engine oil used this month - nil
Tyre maintenance this month - nil
Problems rectified this month - nil
Comments - first service due

K VALLEY'S LEYLAND DAF - Specification

Chassis - Leyland DAF 400
Engine - Peugeot 2.5 litre direct injection
Gearbox - Peugeot five speed
Body - Crystals 16 seats (all with belts)
Date first registered - August 1991

Maintenance report

Mileage this month - 1,398 miles
Type of work - school contract and private hire
Fuel used this month - 40.76 gallons
Fuel consumption this month - 34 mpg
Engine oil used this month - nil
Tyre maintenance this month - nil
Problems rectified this month - wiper motor replaced under warranty
Comments - free first service (including oil change) carried-out by main agent. When reporting the exceptional fuel economy, owner, Frank Trotman, said: 'Normally fuel consumption is 28 mpg on a run or 24 mpg on a stop-start trip.'

SILVER COACHLINES - Specification

Vehicle - Kassbohrer
Engine - Mercedes-Benz OM422
Gearbox - ZF six speed
Body - Setra 215HD
Date first registered - April 1989

Maintenance report

Mileage this month - 5,364 miles
Type of work - private hire
Fuel used this month - 623 gallons
Fuel consumption this month - 8.6 mpg
Engine oil used this month - nil
Tyre maintenance this month - nil
Problems rectified this month - full service carried out; rear fog lamp replaced; some bulbs in overhead racks replaced; Webasto water shut-off valve replaced
Comments - Blaupunkt tape deck replaced.
Silver Coachlines managing director, Ivan Ford, said: 'This model - Coach Audio SQR 08 - fails regularly.' MoT booked for October 24

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EUROPE HERE WE COME

With the UK coach industry at a crossroads, Mike Morgan examines the implications of the Coach & Bus '91 show for 1992 and beyond.

RECESSION has bitten deep into the confidence of manufacturers and operators alike, making this month's Coach & Bus show the most important in recent years. It will point the way ahead for the beleagured industry.

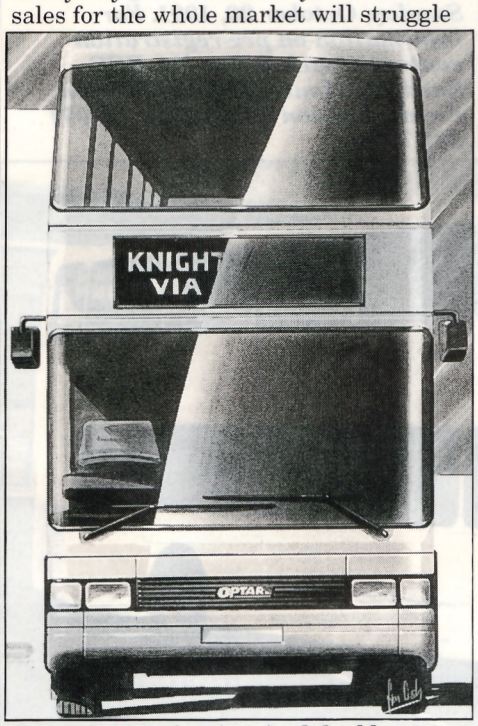
When times are tough it's very difficult to release the shackles of gloom and despondency and look forward. Yet the 1991 coach shows will present an industry intent on doing more than survive. It has come to terms with the changes thrust upon it and is prepared to signal a new era.

Manufacturers have risen to the challenge magnificently. For many it is make or break, but the message is obvious from all concerned.

The coach is here to stay and there is a new range of products where the emphasis is on quality, sophistication and safety.

The choice is now clear - it's either coaches from Europe or coaches for Europe after 1992.

Gone are the times when Plaxton's sales alone topped 1,000 a year. Its output peaked at 1,356 in 1979. Those heady days are over. This year coach sales for the whole market will struggle to reach half that figure.



Optare's Metrobus-inspired double-decker.

Gone also are the days of the pure British coach. Manufacturers, dealers and operators have all restructured.

The results are hybrids of Euro-technology and design which have shrugged-off utilitarian vehicles with maximum seating and minimum levels of comfort.

New coaches on display at the NEC are a very different breed.

Sandie Glennie, Volvo Bus managing director, spoke of the need to come to terms with the problems of the present.

He said in *Coachmart* (July 11, 1991): 'We, hard-pressed managers in a crisis industry, have no time left for nostalgia.'

Plaxton's new generation coach: designed for Europe.

'We, managers, have no time left for nostalgia' - Sandie Glennie, managing director of Volvo Bus.

When forging a path through the uncertainties of 1992 and beyond there is no virtue in repeatedly looking back. Driving forward using only the rear view mirrors is a sure recipe for disaster - you will surely go off-course.

There's only a future in looking forward, and in front we have Europe. European flair, European innovation, and European markets.

The result can be seen at the show. Plaxton takes centre stage as premier British coachbuilder. Alongside the Verde citybus will be its new coach - the aptly named Premiere - which heralds a new era.

Designed for Europe and technically advanced it may be, but more expensive it certainly will be.

By picking up the gauntlet thrown down by newcomers like the Mercedes-Benz 0404 and Kassbohrer's 300 series Setra, Plaxton has forced UK coach operators to face in the right direction.

Neil Beresford, managing director of Plaxton's manufacturing division, told *Coachmart:* 'People have got to recognise that prices are to rise. Those looking for bargains should look for existing stock, because there is a cost to technology and quality fitments.

'However, we believe people's aspirations have changed. You've got to move forward by offering better features, style and comfort - this is the only way the industry can go.' *(Coachmart,* August 2, 1991).

Orders worth £7.5 million from two of Britain's biggest coach operators moves Plaxton's new coach to top spot in the sales league even before next month's official launch.

Leeds-based Wallace Arnold has scooped the biggest order with 61 of the stylish Paramount replacement - the largest single coach contract placed by a private operator at Scarborough. Shearings was hot on its competitors heels with a £3 million order for 40.

Plaxton's new baby comes with 'upright' frontal styling as seen in the pre-launch artist impressions or futuristic 'swept back' front.

The 'swept back' profile is an up-market option available only on 3.5 metre high coaches. It will have raked screen, plug door and higher interior spec. Integrated air conditioning is a factory fitted option. ▶

The new Alexander midibus body on Dennis Dart chassis.

◀ Right-hand drive versions of Kassbohrer's new 300 series are not expected before 1994 - meanwhile the 200 series continues in production with MAN or Mercedes-Benz engines.

Kassbohrer UK will be exhibiting three vehicles. Top of the range is the Spanish built Setra S215 HD Tornado which will be road tested by *Coachmart* next week (October 17).

Standard fittings include air conditioning, ABS, 49 seats and toilet. Running gear includes MAN 360 bhp engine. Other vehicles will be a full-spec S215 HRI and a 39 seat S210H.

Berkhof looks set to consolidate its healthy inroads into the struggling new coach market. Dealer AVE Berkhof has two Excellence-bodied vehicles on display - a 2000 on Scania K113 for Lucketts, of Fareham, and a second automatic Javelin with 1000 body for The Kings' Ferry.

While the Javelin has carved a slice of the popular coach market, its stablemate the Dart has redefined the term midibus.

An all-new aluminium alloy Alexander body will be launched at the NEC on 8.5-metre Dart chassis.

A design priority has been to ease repair and replacement, and body features include skirt panels, which can be quickly removed for easy repair, and optional rubber rear skirt.

Such 'user-friendly' features have been forced on the bus industry by the cost conscious post-deregulation era.

The first example of an Iveco TurboCity double-decker makes its UK debut.

Heralded as an important new model for both Iveco Ford and Alexander, it will share the 'decker limelight with Optare's Metrobus-inspired new DAF powered bus.

Optare continues to set the pace and joins the trend by unveiling an unseen and un-named vehicle.

A christening ceremony will add to the tension as eager bus buyers queue for a first sight of the new trendsetter.

Exhibitors will want to capitalise on the promotional benefits from this important UK shop window.

Secrecy will shroud the Optare stand until the last minute and it will be interesting to learn how the United Bus subsidiary managed to secrete such a large vehicle into the NEC without being seen.

Such dedication to producing a surprise is just one small measure of the importance attached to Coach & Bus '91.

Presentation is part of the game - again a problem on those stands with a mystery under the dust sheet. How do you polish a new bus or coach while it's under wraps?

Other suppliers have undisclosed vehicles up their corporate sleeves. Expect to see beefed-up coach chassis offerings as manufacturers incorporate recent power-line developments.

At least one European body builder is anxiously awaiting last-minute delivery of a re-styled and up-graded contestant for the favours of the new coach buyer.

Vernon Edwards announced before his departure from Van Hool UK to Dennis that the Belgian coach manufacturer will have four coaches inside and a 55-seat Acron demonstrator outside the exhibition hall.

However, you may have to visit Kortrijk to see a revamped T800 series or an EOS 200.

Avondale International will launch a new midi coach on the first Renault six tonne GVW B110.60 chassis/scuttle.

The Portuguese-built Elme 2001 body - the Quasar - will be available as a wheelchair accessible 'Carecoach' or 24-seat coach.

For late vehicle entries there is often only the demonstration park left. Uncertainties among manufacturers and dealers will force some decisions to the last minute. No matter how comprehensive the publicised list of stands and vehicles there is one thing for certain - exhibitors will want to capitalise on the promotional benefits from the UK coach and bus industry's most important shop window for many years.

● ***Coach & Bus '91 at the NEC near Birmingham opens on Friday October 18 and runs through to Sunday, October 20, 1991. For information on pre-registration contact: Coach & Bus '91, BCC, Sardinia House, 52 Lincoln's Inn Fields, London WC2A 3LZ. Tel 071 831 7546.***

The first example of an Iveco TurboCity double-decker makes its UK debut at the show.

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A GLIMPSE OF ANOTHER WORLD IN COACHING

British interest in the eleventh European Coach & Bus show at Kortrijk surrounds a number of exciting products which will not be seen in this country for several years. Mike Morgan reports on what you can expect to find on display.

FOLLOWING the overwhelming response to *Coachmart's* Kortrijk trip with Midland United, P&O and Jonckheere, 105 readers will be among the first to experience the stimulating new products for mainland Europe on show at the European Coach and Bus Show at Kortrijk, Belgium.

Not one, but two coaches will leave the NEC at the close of Coach & Bus '91 on Sunday, October 20.

Coachmart has already shown tantalising glimpses of some of the vehicles making a debut at Kortrijk.

We have been tempted by the innovative Mercedes-Benz 0404 and the Kassbohrer 300 series Setra. These are just two that will not be making a bow in the UK, but together with others at the glittering Belgian display they provide a stimulating contrast with products at the NEC over the same weekend.

Kassbohrer's new generation 300 series Setra will be shown by the German manufacturer for the first time at Kortrijk.

Options will include a new Swedish driveline, consisting of environmentally-friendly Scania engine, gearbox, prop shaft and rear axle. New seven speed GR801 gearbox features computer-assisted gearchange and the new Scania DSC11 22 381 bhp charge-cooled turbo engine with electric fuel injection betters by a wide margin the forthcoming emission rule, Euro 1-93.

Kassbohrer's 300 Series Setra: to be shown for the first time at Kortrijk.

Renault: the Tracer has strong French market penetration.

Scania starts deliveries to Kassbohrer at the end of the year when the 300 series goes on sale in Germany and other major Western European markets except the UK. We must wait until 1994 at the earliest.

In a surprise move, Volvo is set to launch a new high-powered rear-engined coach chassis on the European market. The Swedish giant will also uncover the secrets of its new midi-vehicle for the coach and city-bus market.

The two models make their debut at Kortrijk. Berkhof, the Dutch coachbuilder, will show a face-lifted Excellence 2000 HL on Volvo B12R alongside the nine-metre long midi and its 18-metre artic.

The B12R will go under Plaxton's new 3.7-metre body for the French market *(Coachmart,* September 5, 1991).

However, it is unlikely to hoist the mid-engined concept from the UK market. British sources told *Coachmart:* 'There will be no rear-engined Volvo at Coach & Bus '91 and there are no plans to introduce it to the UK in its present form.'

Volvo's new baby - the midi-Volvo - is a 2.3-metre wide vehicle with lowered floor and Volvo componentry. Its specification, which promises to have a wider appeal than the British-built Leyland Swift, has implications for the UK bus and coach market.

Renault has new models bred for Europe, but so far denied this country. French coach of the year, the FR1 GTX and the recently announced Tracer have a strong ▶

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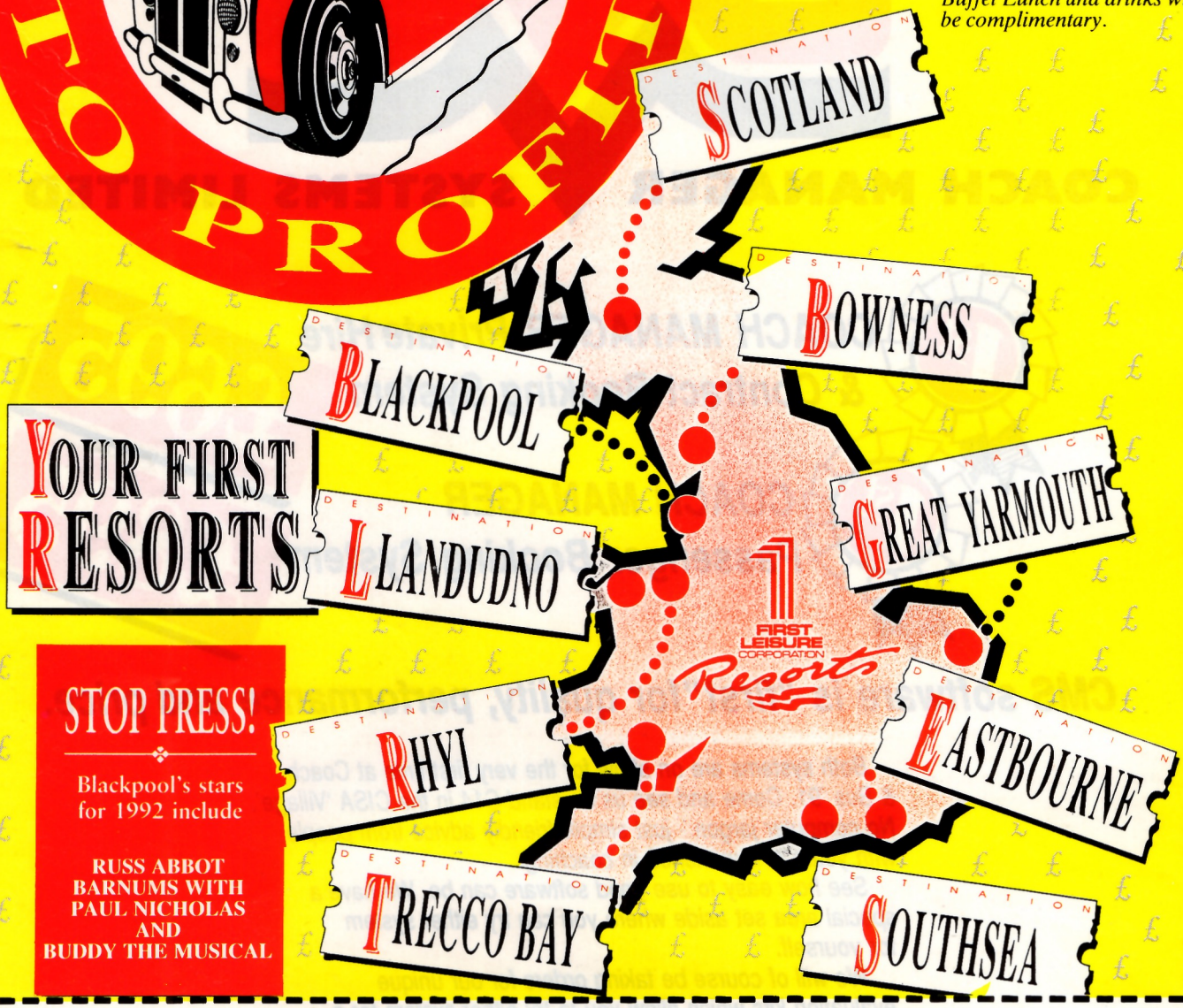

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◀ French market penetration and bring a distinctive Gallic flavour to the proceedings.

Plaxton's French subsidiary, Carrosserie Lorraine, is central to the British company's plans for an European push.

Although not involved in selling the new Volvo based vehicle, it has designed a new driveline for the former Duple 425. According to industry speculation, a revamped 425 is expected shortly.

Van Hool promises the dawn of another 'new era' with a new version of the advanced EOS - the EOS 200. It is expected to have more Van Hool fittings on both interior and exterior.

The original EOS, launched two years ago by LAG, has been renamed the EOS 100.

Van Hool's other showpiece is the A300 bus, with its ultra-low stepless floor. Since its launch at the UTIP conference in Stockholm, the bus has drawn interest from Europe and beyond, says Van Hool in Belgium.

Cosmetic changes to the current T8 range of coaches will be shown at Kortrijk, and a new front is expected to be seen.

Dutch coachbuilder, Smit of Joure, is not only sole European mainland importer of Asquith's 1920s' replica buses, but also has two new coaches of its own - the high-floor Antaraes and the double-deck Jupiter.

The Antares is powered by DAF SB3000 KS components with a 354 bhp 'green' engine, and has an eight-gear easy-shift gearbox, ABS brake system and retarder.

The double-deck Jupiter is a deluxe model powered by MAN components.

It has a 372 bhp engine, and also an ABS brake system and retarder.

Berkhof's articulated coach is only one example of renewed interest in very large capacity vehicles for shuttle traffic and similar applications.

Mercedes 0404: above - the undivided windscreen gives the driver the optimum view. Below right: instrument panel is within the driver's field of vision.

Neoplan is expected to show a revival of its 'Jumbo-Cruiser' which, in the mid-Seventies was the first to introduce the articulated principle to European coach practice until the French authorities put a stop to an expansion of this trend.

Perhaps the most startling proposals for the coach scene of the 1990s will be seen in the shape of Neoplan's four-axle Superskyliner with an overall length of 15 metres.

The Kortrijk exhibit will have Neoplan's three steering axles to ensure a 25-metre turning circle.

The option of 111-120 passengers provides a tantalising glimpse of the operating economies which can be attained in a 15-metre double-deck configuration.

Following the '...nothing new under the sun' maxim, Neoplan points to the German VOMAG prototype design of 1936 in which a 16.2-metre long, 350 bhp rear-engined four axle chassis was to form the base for a 50-passenger luxury high-speed coach for eventual service on Hitler's first Autobahn routes.

After its presentation at the Berlin Motor Show, the higher priorities given to re-arming Germany of the day meant that the project was shelved.

Berkhof's articulated coach: just one example of renewed interest in large capacity vehicles.

● *The 11th European Coach & Bus Show opens on October 18 and runs through to October 23.*

Weekly report on law and the coach operator by Michael Jewell

Judge throws out Blackburn Transport's accident appeal

A CROWN Court judge has rejected appeals by Blackburn Transport and one of the company's drivers, against their convictions for using a bus with dangerous parts after a 15-year-old schoolgirl fell through the emergency door as the bus negotiated a bend.

Blackburn Transport had been fined £250 and ordered to pay £60 prosecution costs by the town's magistrates. The driver, Keith Sunderland, was fined £50 and had his driving licence endorsed with three penalty points.

Jonathan Dickinson, prosecuting, told Preston Crown Court that Mr Sunderland had told the police that he had had problems with the door earlier that morning - finding it ajar after the warning buzzer had sounded.

Frances Smith said she had sat down by the emergency door. As the bus went round a corner, she leaned over, the door opened and she fell out. She had not touched the door.

DTp vehicle examiner, Alban Jackson, said the Leyland Leopard single decker had been in a serviceable condition, apart from the emergency door. The catch was faulty. Though the door handles were in the closed position, the only thing holding the door in position was the sealing rubber. He discovered the centre shaft bush was seized. He had never known such a bush, which was self lubricating, to seize up before. He was unable to find any fault with the warning system. If the catches stuck open, the warning light and buzzer would have been operative.

Mr Sunderland said that when the buzzer first sounded earlier that morning, he had slammed the door a few times until the catches engaged. He set off for the town centre and the buzzer began to sound again. He carried on half-a-mile into the town, as all the passengers were sitting at the front and there was no-one near the emergency door, which was still flush with the side of the bus.

In Blackburn, he asked the duty inspector to check the door. The inspector opened and shut it a few times and the buzzer stopped. He did not then think there was anything wrong. He did a service run and back, without any further trouble, before starting the school run.

The schoolgirl said that as the bus went round a corner, the door opened and she fell out.

He did not hear the buzzer, or see the warning light, until after he had turned the corner. At the same time the children shouted from the back of the bus. Nothing had happened until then that had made him suspect the door had gone wrong again.

Questioned by Mr Dickinson, Mr Sunderland denied that the buzzer was still going and that the warning light was on when he started the school journey. He agreed there could be occasions when the buzzer sounded even though the door was locked. He denied he had thought the buzzer was at fault and not the door.

Harry H Jones, a Blackburn Transport inspector, said he had not felt it necessary to take the bus out of service. He had had similar situations where children had been playing with emergency doors, or the cleaners had opened a door and not properly shut it.

Peter Iddon, engineering director of Blackburn Transport, gave evidence about the company's maintenance system. He said the procedure was for buses to be taken out of service when a driver reported a defect, until they had been assessed by a qualified engineer. It did not take a lot of effort to move the emergency door handles. The accident had been caused by one of two possibilities - either the driver had continued driving with the buzzer sounding, or someone had inadvertently operated the door lever.

Mr Iddon said the bush only jammed when the door lever was operated to its full extent. The company operated 20 vehicles with emergency doors of that type and they had not had this particular problem before. They had subsequently checked the other 19 vehicles without finding any similar faults. He agreed that the company's maintenance inspections did not include taking the door apart to check the mechanism.

In reply to Mr Dickinson, Mr Iddon said these were large vehicles and the bodies tended to flex. If the door was shut, but the catch was not 100 percent secure, the movement of the bus could cause the buzzer to sound. With hindsight, he did not believe that Mr Sunderland had done the right thing after the buzzer had gone off twice in the previous hour for no apparent reason.

Consultant engineer, Robert Widgery, said he had not come across that type of bush seizing before. It was quite common for warning buzzers to go off inadvertently. It was not at all uncommon to have to slam the door two or three times to make the buzzer stop. He could envisage situations where drivers would continue to drive with the buzzer sounding, if they were satisfied the door was shut.

Defending, John Backhouse, said that the defect was such that the mechanism would stick open, but it would not open itself once locked.

He argued that the defect in the mechanism had had nothing to do with the child falling through the door. He invited the court to take the view that Blackburn Transport had been neither blameworthy, nor negligent, if it thought the fault on the door rendered it dangerous. He said it was a part that was not normally examined.

Judge Michael Lever, QC, dismissed the appeals and ordered Blackburn Transport to pay £150 towards the appeal costs.

The judge said the condition the door was found to be in was the cause of the accident.

He said the plain fact was that the catches on the door were faulty. The fact that the spring retaining catches were still in the retracted position immediately after the accident was the single most important piece of evidence. There were only two possible reasons for the accident. No others could exist.

Not only was the door handle flush with the door, but it also needed some significant upward pressure to open the door. It was difficult to imagine how the girl could have done that in these circumstances. He concluded that the condition the door was found to be in was the cause of the accident.

He concluded that Mr Sunderland ought to have heard the buzzer and seen the warning light, which from the evidence of experts must have been on at the time.

There was something wrong with the door, said Judge Lever. Maybe Mr Sunderland and Mr Jones had thought they had put it right, but they were amateurs and they did not call a qualified mechanic. ▶

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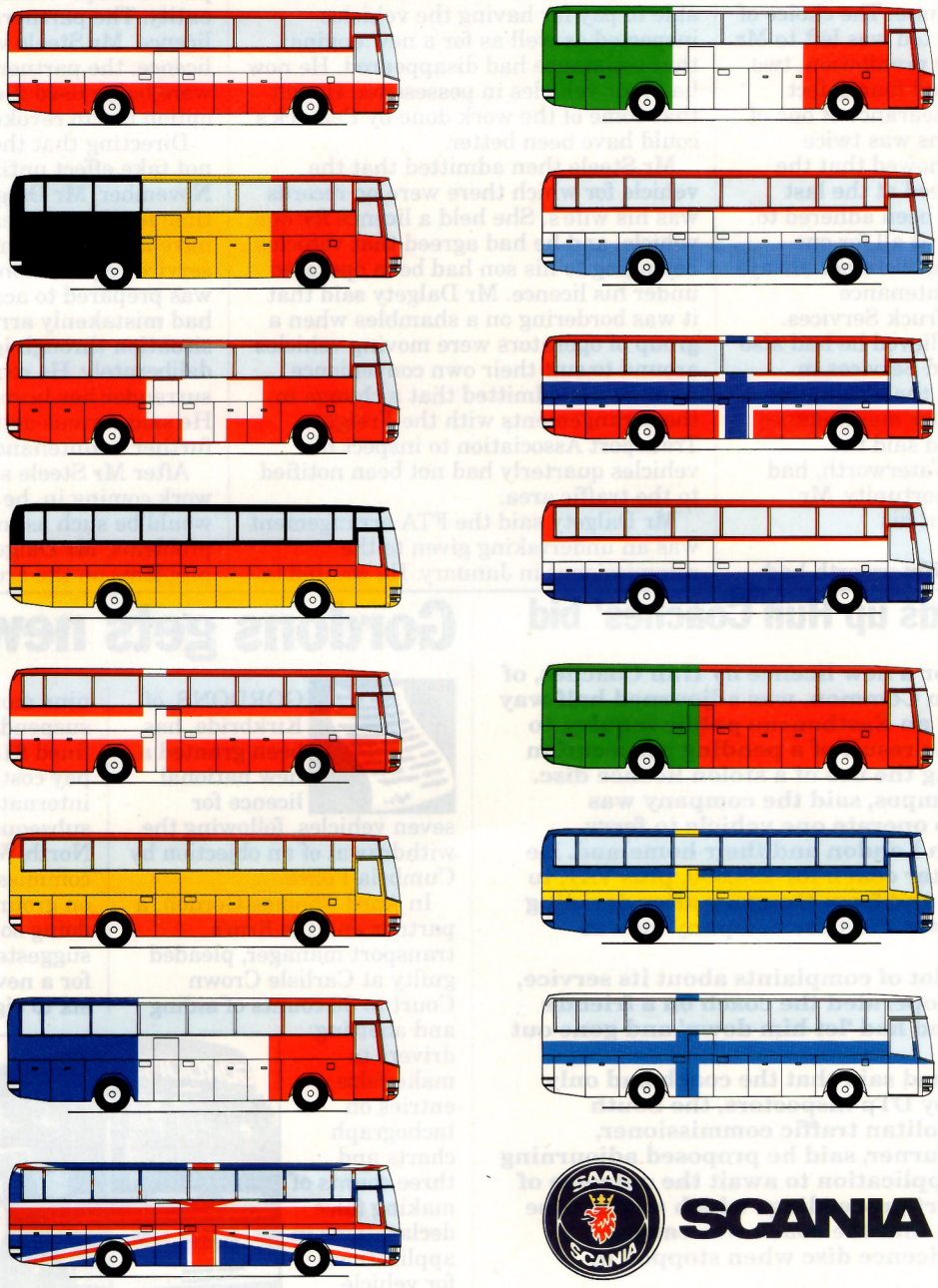

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Weekly report on law and the coach operator by Michael Jewell

Frank Steele has licence revoked

THE six-vehicle PSV operator's licence held by Dumfries-based Frank Steele was revoked by the Scottish deputy traffic commissioner, Ramsay Dalgety, QC, after accounts produced by Mr Steele showed that he was operating in partnership with his wife.

Mr Steele had been called to disciplinary proceedings in the light of his maintenance record.

Malcolm McNab, of the DTp Vehicle Inspectorate, said Mr Steele had been given a formal warning in January, when his licence authorisation was increased. A fleet check was carried out at five days notice in June. The choice of the five vehicles inspected was left to Mr Steele. One immediate prohibition, two delayed prohibitions and four defect notices were issued. Clearance of one of the delayed prohibitions was twice refused. The records showed that the inspection periods agreed at the last public inquiry had not been adhered to. There were no records at all for one vehicle. The inspections were not always carried out by the maintenance contractor, Peacock's Truck Services.

Mr Steele said he believed he had also asked for Scottish Road Services in January, as he wanted the alternative of going somewhere else for maintenance.

After Mr Dalgety had said the commissioner, Keith Waterworth, had not given him that opportunity, Mr Steele said that was not his understanding.

Mr McNab said Mr Waterworth had made it crystal clear that Mr Steele's vehicles should be inspected every four weeks by Peacock's, whether they were in use or not. One bus had not been inspected for 10 weeks.

Mr Steele said that following the previous public inquiry he had only been operating two vehicles. After an engine on a vehicle he had purchased from Peacock's had blown up, there was an element of resistance from Peacock's about undertaking his inspections. Consequently, he had made the best arrangements he could for the two vehicles he was operating to be inspected. However, since he had been able to prove to Peacock's that he was able to pay for having the vehicles inspected as well as for a new engine, that resistance had disappeared. He now had four vehicles in possession. He felt that some of the work done by Peacock's could have been better.

Mr Steele then admitted that the vehicle for which there were no records was his wife's. She held a licence for one vehicle, and he had agreed that vehicles belonging to his son had been operated under his licence. Mr Dalgety said that it was bordering on a shambles when a group of operators were moving vehicles around to suit their own convenience.

Mr Steele admitted that a change in the arrangements with the Freight Transport Association to inspect his vehicles quarterly had not been notified to the traffic area.

Mr Dalgety said the FTA arrangement was an undertaking given to the commissioner in January. He wanted to know why that change, and the change in the inspection arrangements, had not been notified.

Mr Steele said it would have been embarrassing. If he wrote to say he was having financial difficulties, he was frightened someone would say he did not have enough money to run the business. He did not have an overdraft facility as he did not want to get into debt.

Mr Dalgety said he did not like people changing things behind his back.

After accounts were produced, Mr Dalgety said that they were in the name of Mr and Mrs F Steele, trading as Steeles Coaches. That was a partnership, which was a separate legal entity. The partnership did not have a licence. Mr Steele was not using the licence, the partnership was. The buses were being used illegally and he had no option but to revoke the licence.

Directing that the revocation should not take effect until the end of November, Mr Dalgety said it would give time for the partnership to apply for, and have a licence granted, and for the local service registrations to be changed. He was prepared to accept that Mr Steele had mistakenly arrived at an impossible situation through ignorance, and not deliberately. He required Mrs Steele to surrender her licence by the same date. He said serious action would follow any further maintenance problems.

After Mr Steele said with the extra work coming in, he hoped the finance would be such as to prevent future problems, Mr Dalgety said there were no problems on the accounts produced.

Theft case holds up Hun Coaches' bid

A BID for a new licence by Hun Coaches, of Clapham Common, was adjourned half-way through an Eastbourne public inquiry, to await the result of a pending prosecution involving the use of a stolen licence disc.

Director, Attila Tompos, said the company was seeking authority to operate one vehicle to ferry Hungarians between London and their homeland. He had bought a 49-seater coach for £33,500, plus VAT, to operate a service to and from Hungary after deciding that he could do better than the company he was driving for.

There had been a lot of complaints about its service, he said. He initially operated the coach on a friend's licence, but the friend had 'let him down' and gone out of business.

After Mr Tompos had said that the coach had only been stopped once by DTp inspectors, the South Eastern and Metropolitan traffic commissioner, Brigadier Michael Turner, said he proposed adjourning the hearing of the application to await the outcome of any magistrates court proceedings which might arise out of the allegation that the coach was caught displaying a stolen licence disc when stopped in London on July 6.

There was no allegation that Mr Tompos had stolen the disc or instigated its theft.

Gordons gets new licence

GORDONS, of Kirkbride, has been granted a new national licence for seven vehicles, following the withdrawal of an objection by Cumbria Police.

In April Thomas Gordon, a partner and the firm's transport manager, pleaded guilty at Carlisle Crown Court to 36 counts of aiding and abetting drivers to make false entries on tachograph charts and three counts of making false declarations in applications for vehicle excise licences. He was given a nine month prison sentence, suspended for two years, fined £18,300 and ordered to pay costs of £1,500. Gordons' international licence was subsequently revoked by the North Western traffic commissioner, Martin Albu, on grounds of repute, but in doing so the commissioner suggested that Gordons apply for a new national licence for six to eight vehicles.

Gordons: granted licence for seven vehicles.

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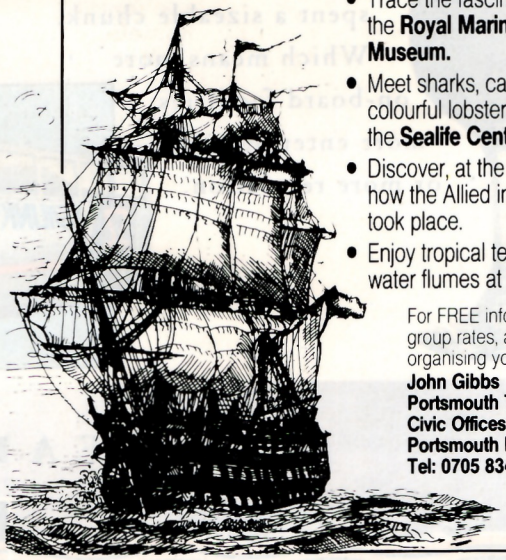

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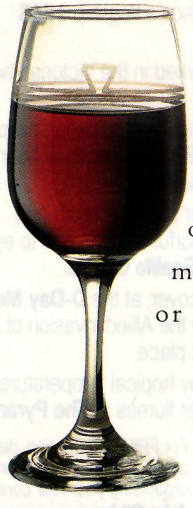

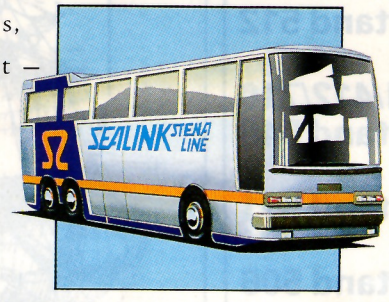

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SEALINK STENA LINE

Epsom Coaches' name change for 1992 season

EPSOM Coaches has set up a new trading division to handle its £1.5 million programme of 1992 tours.

Epsom Tours is being masterminded by Chris Richmond - grandson of the firm's founder - to take advantage of an upturn in business... including top-flight coach tours in the United States and Canada.

Mr Richmond has been handling the extensive tours programme for Epsom Coaches for the past 20 years: 'Our tours started in the '50s with trips to Blackpool illuminations,' he said.

'Since then, we have concentrated on building this side of our business to a level where we now have 85 different tours in our brochure, with 150 departures.'

The keys to Epsom's tour growth have been varied, but Mr Richmond says high quality, unusual destinations and an ability to provide a local service have been among the main selling points.

Epsom Coaches: new division will handle its £1.5 million 1992 tour programme.

Two years ago, Epsom Tours ambitiously decided to include USA in its brochure. The bold move paid off, and coachloads of people from the area were soon touring the States. This spring, Epsom tackled Canada successfully, and 1992 will see a repetition of both destinations.

'We use Canada Air of Glasgow and Allied Tours, which has offices in San Francisco, to provide part of the package, and local operators in the States and Canada to run the tours,' he says.

The Isles of Scilly is another destination which Epsom includes in its brochure. Mr Richmond says that's one of the advantages of being a relatively small tour operation - the ability to take in venues the big boys leave well alone because space is so limited.

'We have also found that our customers are increasingly demanding better quality. We book three and four-star hotels, and we find that holidaymakers are always willing to pay the extra if they are getting good value for money,' he says.

The Gulf crisis badly affected bookings for everyone during 1991 and, despite a late-season flurry, Mr Richmond admits turnover was slightly down: 'But registrations for '92 are very encouraging. I am expecting a very good year,' he said. 'Hotels have kept price increases down to the bare minimum - some have even dropped prices. That should encourage more holidaymakers to book and improve margins at the same time.'

Hotel's offer

KENILWORTH Periquito Hotel is offering cabaret, dinner, bed and breakfast throughout November and December from under £30 a night.

The special deals for coach operators include shows from the Barron Knights, Gerry and the Pacemakers, Chas and Dave, Mike Reid, Showaddywaddy and other artists - a total of 17 cabaret nights during the two months. Guests will be accommodated in newly-refurbished rooms in the hotel, which has spent £1.4 million improving facilities.

Details on Tel: 0926 59331.

Continental Tours extends packages

CONTINENTAL Tours is including Floriade and EuroDisney packages in its new brochure for the 1992 season.

The Bath-based tour wholesaler has everything from weekend shopping trips to France through to extended breaks in Switzerland, Austria and Spain lined up for next year.

Typical wholesale prices are as low as £125 for seven nights in the Tyrol, under £160 for seven nights in Italy and £60 for two nights in Rhineland, all including short ferry crossings.

Hoping for an early end to troubles in the country, Continental Tours has retained breaks in Yugoslavia in its brochure, and with prices starting at £89 for seven nights at Porec full board, it's not hard to see the incentive.

Tours to almost any destination can be arranged on request, while existing itineraries can be tailored to the operator's requirements.

Continental Tours has issued an open invitation to any operator to talk over next year's programme and get quotes at Coach & Bus '91, where the firm has a stand.

● Continental Tours has asked us to point out that the address which appears in the Product Locator guide to Coach & Bus '91 is incorrect.

The fim now operates from its own freehold offices with an all-new computerised booking system to deal with enquiries.

The company's new address is Continental Tours, Bath Brewery, Toll Bridge Road, Bath BA1 7DE, Tel: 0225 858577, Fax: 0225 859977.

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Always eager to bring group business into the region, the Travel Trade Department at the Heart of England Tourist Board has been active on the publication front.

New this year and creating a great deal of interest is the publication called "Decidedly Different". This publication highlights itineraries available in the region. The themes include Tea, Fine China, Industry at Work, Gardens, Glass and Jewellery. The itineraries are easy to follow and packed full of details on opening times, group rates, catering and parking facilities. A major new development which is featured in the publication is the Jewellery Quarter in Birmingham and of particular interest is afternoon tea at the Pittville Pump Room in Cheltenham.

The main piece of print for the department is Tours and Excursions. This manual is an invaluable source of information, listing attractions, accommodation, places to eat, principal events and other ancillary services. This publication like the "Decidedly Different" one is promoted at all UK Trade Fairs and Exhibitions.

Another special facility on offer to coach and tour organisers are the Outings Workshops. This is a concept which proved exceedingly popular last year when it was held at the Motor Museum in Coventry. Sixty attractions from the region plus some from Thames and Chilterns region displayed their services to a mixture of group organisers, such as teachers, women's institutes, youth clubs and coach operators. Over one thousand people turned up, the travel trade department handled all the mailing and the complete operations side of the day right down to signposting and free parking in Coventry itself.

This coming season we plan to organise two workshops, one at Gloucester Docks on 14th March covering the Western and Southern areas of the region and Trentham Gardens on 29th February to cover the North of the region. It is expected that up to 60 attractions will exhibit at Gloucester and in excess of 100 at Trentham Gardens, Stoke-on-Trent. Visitors to Gloucester will receive free entrance to the National Waterways Museum, The Richard Opie Collection and Regiments of Gloucestershire Museum and the visitors to Trentham will be offered free entrance to the gardens plus a special joint attractions/accommodation package organised by the City of Stoke travel trade section. The Heart of England Tourist Board will also be exhibiting on both days offering literature and specific advice.

Finally the Travel Trade section offers advice to attractions on how to set up their venues and market them to their target markets. This year we are holding four seminars on a mixture of topics such as marketing to schools and the use of marketing techniques.

For any further details on the enclosed information, please contact the Travel Trade Department at the Heart of England Tourist Board on (0905) 763436 or fax (0905) 763450.

The beginning of a new era in European travel

Coachmart editor, Anthony Hawkswell, looks at the development of the Channel Tunnel and what coach operators can expect to find on their trips to the continent.

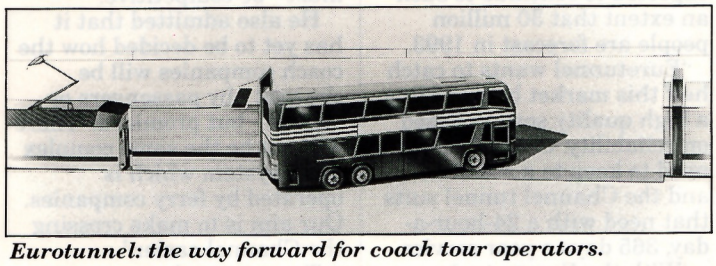
IT'S been described as one of the biggest technological advances of the century. It will also be the fulfilment of a cherished dream which has its roots as far back as the era of the emperor Napoleon.

But the historic development, which will be the first fixed link between the UK and mainland Europe since the Ice Age, has also been surrounded by mystique, controversy and rumour.

With its opening in June 1993 fast approaching, the constructors of the 'Chunnel' are aware of the need to lay those fears to rest and give some indication as how the development can change the face of continental travel.

That's why Eurotunnel has embarked on a major marketing push and organised a series of educational tours for agents and operators who the constructors hope will become their customers when the high speed rail shuttle makes its first commercial journey between Folkestone and the Coquelles Terminal near Calais.

And last week some of the country's leading coach operators were given a unique chance to enter the Channel Tunnel and see for themselves the rapid progress that is being made to link the UK and the rest of Europe and learn of Eurotunnel's plans to cater for coaches.



Eurotunnel: the way forward for coach tour operators.

Coaches will travel in single deck shuttles - separate from freight - designed to take any passenger vehicle up to 4.2 metres high. Each shuttle will be able to accommodate 12 coaches which will load at the rear and then drive to their parking place. Passengers will normally stay on their coaches during the journey - which lasts 35 minutes.

The thought of staying with the vehicle while travelling through the 'black hole' has been met with some criticism by those who worry about passengers feeling claustrophobic.

However, the shuttles themselves are clean, brightly lit and air conditioned. Toilets are available and it is possible to get out of the vehicle during the journey. For safety reasons, however, the coaches will not be allowed to have the engine or generator on, so entertainment will be provided by Eurotunnel's very own radio station.

Speed is of the essence and Eurotunnel boasts that motorway journey time from the M20 near Folkestone to the A20 at Calais will take just an hour.

When the shuttle stops the coach just drives out of the terminal and continues on its way. All frontier controls are cleared at the point of departure.

Shuttles will depart every 20 minutes during the day-one every 15 minutes at peak-and at least hourly at night. They will run 365 days a year.

One fear expressed by coach operators was the fact that 12 coaches per shuttle may not be enough, but Eurotunnel says it has the ability to increase frequency to 10 shuttles an hour in exceptional circumstances.

Terminals at Folkestone and Calais will offer dedicated 24-hour-a-day facilities for coach operators. Hot meals will always be available as well as somewhere to freshen up.

There is also up to the minute information on weather and traffic conditions - a service that is repeated on the shuttle via the Eurotunnel radio station.

Tickets can be bought in advance, but there is no need to book and coaches can turn up any time and just get on the shuttle. Account facilities are available for regular customers.

There are those who will prefer to remain faithful to the ferry - it gives the driver a legal break and passengers a chance to stretch their legs - but for excursions where speed is vital, the Channel Tunnel is just the job.

Eurotunnel plans partnership

EUROTUNNEL has announced plans for a travel trade Partnership Programme between itself and carriers of passengers across the English Channel.

It will include:

- **The advance sale of Eurotunnel shuttle tickets through retail travel agents with no need to reserve specific departures;**
- **The establishment of technological, promotional and personnel support to travel agents, tour operators and coach companies;**
- **The creation of a pre-sales information and enquiry office for retail agents and the public.**

Eurotunnel's programme is intended to develop a close partnership between its retail agents to help establish a reliable and efficient service to future shuttle passengers.

Christopher Garnett, the conglomerate's commercial director, said: 'Eurotunnel's priority is to provide a fast, frequent and convenient service to our future passengers. We recognise the important role that the travel trade and coach operators have to play in determining the consumer's choice of holiday and travel arrangements and also that the advance sale of tickets through agents will further enhance the speed and efficiency of our service.

'With no need to reserve a specific departure, Eurotunnel's service will be easy to sell to customers. We are confident that long before opening in June 1993, agents will be recommending Eurotunnel's shuttle service as the easiest way to cross the Channel.'

● Eurotunnel Special continues on page 41.

Eurotunnel sets its passenger target

EUROTUNNEL, the company behind the ambitious Channel tunnel project, is aiming to grab half the number of passengers crossing the English Channel within its first year of operation.

At a special presentation to some of the country's leading coach operators last week, Eurotunnel's general sales manager, Neil Cooper, said that his company was looking to transport 15 million of the estimated 30 million people who would be making the cross-Channel trip.

And with a quarter of the people making the journey by coach, Eurotunnel is only too well aware of the potential that the coach industry represents.

Mr Cooper said: 'The cross-Channel market is growing fast - there has been a 20 percent increase over the last two years and that trend is expected to continue to such an extent that 30 million people are forecast in 1993.

'Eurotunnel wants to catch half this market by providing a high quality service based on reliability. Coach operators need to keep to a schedule and the Channel tunnel suits that need with a 24-hour-a-day, 365 days a year service.

'With the Eurotunnel account card there is no need to book. Transport is available to operators when you need to travel. It's the turn up and travel concept.'

The subject of much speculation in the media has been how much it will cost for this new high speed link between us and our EEC neighbours and Mr Cooper could not provide operators with an answer, although he insisted: 'Rates will - and must - be competitive.'

He also admitted that it has yet to be decided how the coach companies will be charged - by passengers or vehicle - but promised: 'There will not be the same complex tariff system which is operated by ferry companies. Our aim is to make crossing the Channel easier.'

To promote the new transport mode, Eurotunnel is recruiting a sales team and will be holding more educationals.

He said: 'The sheer creation of Eurotunnel will expand demand for travel and change attitudes towards travelling abroad. And that presents great opportunities for operators.'

Major told of Kent's fears

KENT will miss out on the benefits of Eurotunnel, claims South East England Tourist Board in a letter to Prime Minister, John Major.

SEETB chairman, Michael Ann, says the absence of an Ashford rail terminal and lack of satisfactory roads could leave Kent out in the cold in 1993.

In a letter to Mr Major, he adds that this will only exacerbate the situation in Dover, set to lose 10,000 jobs this year.

'I fully appreciate that what we are calling for has been said before, many times over,' said Mr Ann. 'However, the conclusions from the latest study, the Kent Impact Study Review, highlight the serious consequences for parts of East Kent in terms of jobs losses.'

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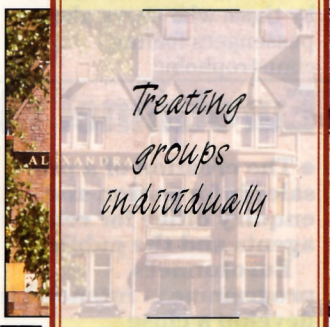

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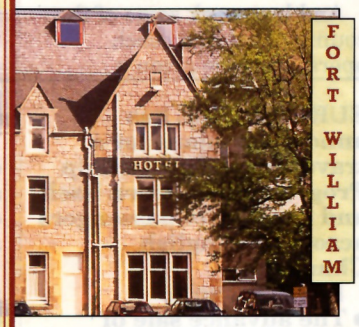

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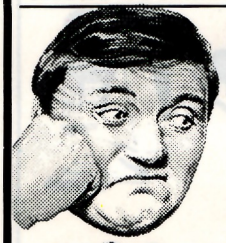

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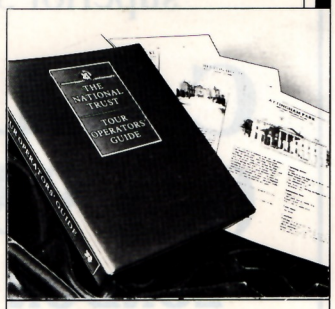

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SEE US ON BUS & COACH STAND 545

Consort Help Line reaches 240 hotels

WITH more than 24 hotels on its list, Consort Hotels says it is more than capable of dealing with any enquiry through its Help Line.

The company's latest issue of Group Travel News, targeted at coach operators, explains how five simple key points will allow a complex computer system to pick the right choice.

Prices begin at £17 a night half board for a hotel in the Glasgow region, off peak, to £55 for a peak season room in a South East hotel on a shared half-board basis.

The travel manual lists all suitable Consort Hotels and suggests a number of special rate packages and themed breaks. Murder mystery weekends can be had from as little as £70 half board, while walking breaks and others may be considerably cheaper.

'Consort is able to offer a nationwide network of hotels to both the inbound and domestic group,' said chief executive, Nick Smith.

'Just one phone call to the Consort Help Line and the client can be supplied with a list of suitable hotels matched to individual budgetary and location requirements.'

Copies of Group Travel News - and all Consort packages - are available by phoning 0904 620137.

New London Holiday Inn is biggest yet

HOLIDAY INN will be adding a further 405 rooms next April when it opens its new King's Cross facility.

The hotel will be the largest Holiday Inn property in the UK, and the fifth in London. It has a 150-cover restaurant with both a la carte and buffet meals, full leisure and fitness facilities, conference and banqueting facilities for up to 180 delegates, and babysitting services for families visiting theatres and other evening attractions.

The huge hotel is ideally placed for both King's Cross and Euston stations, and is less than two miles from many major London attractions.

Rooms will be American-style, with prices payable for room only and some rooms available with family accommodation. All rooms will have en suite bathroom, remote control TV, direct dial telephones and in-room movies throughout the day.

Coventry's last Shakespeare classic car run attracted 90,000.

Coventry gears up for 1992 vintage car run

COVENTRY is inviting coach operators to boost the massive attendance at the annual Coventry-Stratford Shakespeare vintage car run when it takes place next year.

The tourist office is hoping to get 100,000 people to attend, and generate an atmosphere reminiscent of the era of the vehicles on show on September 4, 5 and 6 next year.

The tourism unit - which co-sponsors the run - is setting up corporate hospitality under the canvas - marquees on the lawns of Coombe Abbey estate with picnics and jazz music. And spectators can even follow the cars to Stratford aboard a replica vintage bus.

For details of all Shakespeare run initiatives including special hotels rates, phone Coventry Tourism on 0203 831343.

New Scottish centre

ABERDEEN has got a new 600-delegate conference centre at the Bucksburn Moat House.

The £3 million development is one of the biggest conference and banqueting facilities in the area. It is built with local granite in style with the original hotel.

Additionally, the hotel gets a further 45 rooms, bringing the total to 144. All bedrooms have been refurbished and now have en suite facilities. The car park has been extended to suit.

Full details of the new Bucksburn Moat House are available on 0224 713911.

Police announce Christmas London coach plan

THE POLICE are to shut down the coach meters in Park Lane to give better set-down and pick-up facilities over Christmas.

From November 25 to December 27, the meters on North Carriage Road, at Hyde Park just off the A40 Bayswater Road, and those along Park Lane will be cancelled and the sites used for set-down. On North Carriage Road, this will apply until 8 pm every night.

Hanover Square has further restrictions on set-down and pick-up due to overuse, and operators are warned that congestion in Oxford Street and Regent Street may lead to temporary diversions.

Full details and maps of Christmas parking restrictions in London area available by writing to The Metropolitan Police Coach Advisory Service, 14 Tintagel House, Albert Embankment, SE1 7TT,

BAWTA announces new secretary

THE British Association of Tour Wholesalers has appointed Albatross Tours' Sally Thelan as its new secretary.

Mrs Thelan takes the place of Simon Allen, of Norman Allen Group Travel, who stood down after four years. Mr Allen was instrumental in setting up the association.

Chairman is Gerry Topiol of Groupways Leisure, and treasurer remains as Andy Grout, of Aladdin Tours. A full list of members is available from PR secretary Steve Moore, of ICT, on 071 538 4627.

Earl's Court show ideal for operators

TICKETS on a sale or return basis are among benefits coach operators are offered for booking trips to this year's Daily Mail Ideal Home Exhibition, spanning 25 days.

The massive Earl's Court show, which runs from March 12 to April 5, takes in a great deal more than simply homes. Gardens, food, weddings, holidays, photography, security, finance... a huge number of subjects are covered through the event, making it suitable for almost any group.

Organising company Angex has put together a simple, but effective deal on tickets. Based on a minimum of 20 ordered, the price is £4.80 for adults, £2.40 for children, with a further free ticket for every 20 sold. All are pre-paid but unsold tickets can be returned for a full refund before the end of April.

Reservations for tickets can be made with Jill Fern, Tel: 0895 677677.

American rollercoaster fans take in The Ultimate during their European tour.

Cook coach

MIDDLESBROUGH is running a pilot Captain Cook coach trip around three museums later this month.

The council's tourism unit is testing the water with an October 23 trip taking in museums at Middlesbrough and Whitby before returning to Steward Park, at Marton.

Ultimate sales boost

LIGHTWATER Valley's giant rollercoaster - The Ultimate - has contributed to a 40 percent boost in visits.

American rollercoaster fans were the latest group to arrive at the Ripon attraction, travelling 3,500 miles to take in a number of European white knuckle rides. The Ultimate was the highlight, being the biggest rollercoaster in the world.

The attractive power of the ride has given the park a late-season boost, though a spokesman admitted the good weather and two other new rides may have had some influence.

The signs of good times ahead!

Catherine Cookson COUNTRY

THE ROMAN FORT of Arbeia at South Shields features a superb reconstructed gateway, excavations and museum marking its importance in the construction and garrisoning of Hadrian's Wall.

THE LEAS dominate a magnificent stretch of coastline embracing Marsden Bay and its world-famous Grotto, the seabird colony of Marsden Rock and Souter Lighthouse. The Leas and the Lighthouse are National Trust Property.

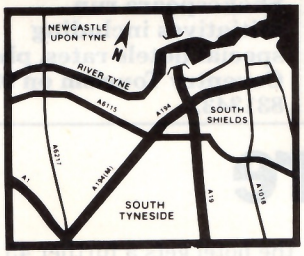
THE COOKSON COUNTRY TRAIL takes in places of interest from the early life of Britain's most popular author. Guided tours are available.

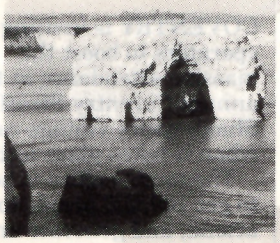
ST. PAUL'S CHURCH, Jarrow, where the Venerable Bede wrote the first History of England and the remains of the Anglo-Saxon Church and Monastery grace this important Christian heritage site.

SANDHAVEN BEACH is South Tyneside's main beach which won the European Blue Flag in 1990 for its cleanliness and facilities.

THE COOKSON COUNTRY FESTIVAL is South Tyneside's annual summer programme of fun and entertainment with big name stars and attractions to suit all the family.

South Tyneside enjoys excellent road links to the main motorway and trunk road network via the A1, A194(M), A19 and Tyne Tunnel. Newcastle with its international airport and main line railway station is only 20 minutes away. The Metro system, excellent bus services and crossriver ferry serve all parts of Tyneside.





Come and see us at Coach and Bus '91 Stand No. 521

That's South Tyneside!

FOR FURTHER INFORMATION CONTACT:
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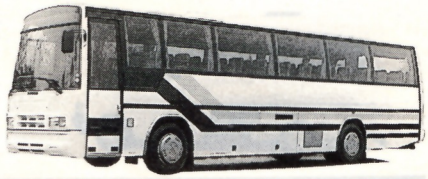

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APRIL+ OCTOBER '92 4/5 nights mid week **£15.00 + VAT**

(21890/CWL)

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Hill Terrace, Llandudno LL30 2LS
(Licensed)

This beautiful south facing hotel has all the makings of a happy holiday with a large sun terrace and commanding view over the bay and mountains, whilst enjoying being only 3 minutes to the beach, town and all amenities.
The hotel has 32 bedrooms, most en suite, and some sea views. Excellent cuisine, entertainment most nights with service second to none.
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(19551/HO)

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(Southsea)

★ 50 fully equipped rooms ★
★ 2 menus – A la carte & Indian ★
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facing seafront & Japanese Gardens

(21167/CWL)

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- Out of season cabaret weekends

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Jean or Bill Crabtree
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(10790/CWL)

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(10796/FH)

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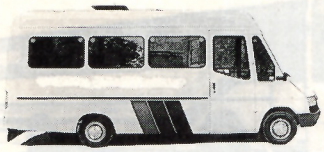

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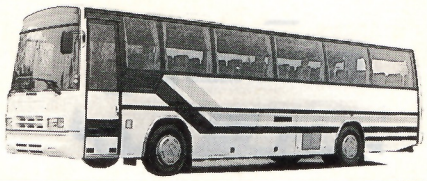

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"Pre-Christmas Specials"

Only 2 dates available

4 NIGHTS – **£13.25 p.p.p.n.**

– en suite – **£2.50 p.p.p.n. extra**

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Full Christmas fare – full entertainment

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SEAVIEW ROAD,
FALMOUTH, CORNWALL

Available for approx 40 guests. Mostly en suite with tea/coffee facilities, near to beaches and town centre, fine English cooking, TV lounge, bar, outdoor heated pool and sauna.

BOOKING NOW FOR 1992
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Tariff rates available
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(19730/CWL)

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Ideally situated on Bournemouth Westcliff and central to all amenities. 400 yards to beach, 5 min walk to town centre. Family run, 39 bedrooms (23 en suite), t/mkng fac, TVs in all rooms.

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Terms from £70 per week

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Tel. (0202) 290600

(19970/CWL)

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NEWQUAY

PARADISE BEACH HOTEL
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A family run hotel 200 yards from beach. Newquay approx 3½ miles. 21 en suite rooms with col. TV, tmkrs, hairdryer, telephone, CH, sauna, solarium, games room, lic. bar, dance floor, laundry room, choice of menu, entertainment.

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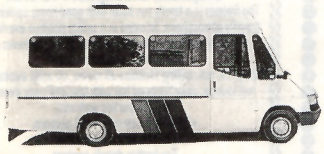
Contact: Ann Thomas on

(0637) 860273

(21173/CWL)



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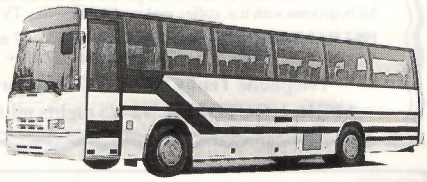

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BARGAIN BUS

1987 BEDFORD YNV
PLAXTON PARAMOUNT 3200
53 fixed semi recliners, one star body, full soft trim, spare coach, surplus to requirements, immaculate throughout.
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(10784/BAR)

BARGAIN BUS

1983 245 TIGER PLAXTON 3500
46 recliners, toilet, continental door, double glazed, Webasto, engine overhauled on 26/9/91, £4,000 guaranteed.
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BRISTOL VR 1976 DOUBLE DECKER
Centre stairs, double doors, MoT 5/92, excellent for year.
£3,000 ono + VAT
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1982 DAF MB200 PLAXTON SUPREME GT
53 reclining seats, excellent condition.
£23,500
This vehicle has been maintained to a very high standard.
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TRANS CONTINENTAL
CLEVEDON MOTORWAYS
(10781/BAR)

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1978 FORD R1114
Plaxton Supreme
53 seater, tested April 1992
£4,500 ono
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Dormobile 16 seater, petrol, tested March 1992
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Plaxton Supreme, 45 seater, new Leyland 401 engine, 5,000kms only, 12 months MoT, excellent condition interior/exterior.
Offers or part exchange considered for Midi/Bus/Coach with power door
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16 seater, petrol, first registered 1989, immaculate condition, low mileage, very economical.
£7,000 + VAT ono
Reason for sale larger coach required.
Tel: 06973 20029
(21866/BAR)

AEC

1977 AEC 760 ZF gearbox, 55 seats, 12 metre, MoT May '92, damaged front, **£1,500 ono or will break. Tel. 081 311 7341.** (21936/AEC)

AEC 760 S/A Dominant (T Reg), 53 seats, good condition, full test, in daily use, not on service work, heated screen. **£5,900 ono + VAT. Tel. 0207 71792/71916.** (10706/AEC)

AEC PLAXTON 760 engine, ZF gearbox, 44 seats Mk4 front, N Reg, toilet etc, MoT June '92, suitable for private hire or schools, **£3,500 plus VAT. Tel. (0602) 789466.** (10851/AEC)

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1986 BEDFORD YNT PARAMOUNTS
53 seaters, low mileage, one owner, usual extras, immaculate condition, choice of 2, Part exchange and time wasters welcome.
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(21905/BE)

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BEDFORD YMP
10M Paramount Exec, 1984, 36/38 rec, toilet, water boiler, wired TV, video, d/g, pp/, plug door, engine just rebuilt, MoT 3/92, excellent condition.
£24,000 + VAT
Tel. (0905) 772301
Re-advertised due to timewasters
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1983 BEDFORD YNT 11m DUPLE DOMINANT III
53 seats, recon engine 8/90, full MoT, Telma, speed limiter, double glazed, stereo, radio cassette.
£13,000 + VAT
Tel: 021 359 8877 No P/X
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NEW BEDFORD BUSES

27 seat (70 standing), 45 seats (30 standing), automatic and manual gearbox, bodies by Icarus and Duple, with Bedford TM heavy duty chassis, all left hand drive – to suit export market – third saving on new price.

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1979 (V) YLQ PLAXTON, 45 seats, MoT November 1991, surplus to requirements, power door, nice interior. **£4,000 + VAT. Sanders Coaches, 0263 712800 (Norfolk).** (21881/BE)

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1977 Bedford YMT Moseley Estoril II, 53 seater, body in above average condition, MoT October '92. **£3,850 + VAT. Greys of Ely. Tel. (0353) 662300.** (21841/BE)

1980 BEDFORD PJK, 29 seater, very good condition, only 205,000 km from new, all white, unlettered, 12 months MoT, must be seen, **£6,750. Tel. (059851) 226/207.** (10857/BE)

BEDFORD

BEDFORD PJK
29 SEATER, 1982

12 months test and taxed, owned by us since new, good condition, clean inside and out, sale due to update of fleet.

£8,500 + VAT ono

Tel. 061 624 7316

(10787/BE)

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YNT Turbo Duple Dominant III, 53 seater Express, 2 pack white, unlettered.

£8,250 + VAT ovno

ACCORD COACHES (0273) 430665 (SUSSEX)

(21932/BE)

1981 BEDFORD YMT 500 TURBO DOMINANT 11, 53 seats. **£9,000**

1978 BEDFORD YNT 500 DOMINANT II, 53 seats. **£5,000**

1980 BEDFORD PJK DOMINANT, 29 seats. **£6,000**

All vehicles are resprayed in white

MoT'd and subject to VAT @ 17.5%

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(10786/BE)

2 X 75/76 BEDFORD, 53 seater coaches, MoT March and August '92, **£3,500. Tel. (0483) 860554.** (10793/BE)

1975 PJK Plaxton Supreme, power door, new retrim, Blackpool trim shops, fairly good condition, MoT November, new test applied for. **£3,500 + VAT. Tel. (0623) 861096.**

(10775/BE)

BOVA

BOVA FUTURA SHD, 1986, 53 recliners, sunken toilet, TV, video, drinks machine, driver's bunk, 12 months MoT. **£40,000 ono + VAT. BOVA EUROPA,** 1982, 51 recliners plus courier, curtains, Webasto heating. **£24,500 ono + VAT. Tel. 0904 769914.**

(10882/BO)

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FOR SALE

Selection of BRISTOL VRT D/Dks, (Convertible)
Bristol LHS Saloon
Leyland Tiger coaches with Dominant and Laser bodies, Leopard/Plaxton dual purpose.
All with MoTs.

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(10870/BR)

BRISTOL

1980

BRISTOL LHS

ECW bus body. 7ft 6in wide, 27 seats + 8 standees. Very tidy, 5 months MoT.

£6,000 ono + VAT

Tel. 0744 28835

(10881/BR)

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1983 DAF VANHOOL ACRON

49 seats, recon engine, TV, hot water, toilet, double glazed. **£35,000 + VAT,** p/x considered, HP possible.

Tel. 0222 884648/9

(10792/DAF)

1982 DAF PLAXTON MB200

51 R, curtains, tinted windows, courier seat, good condition, MoT April '92.

£17,750 + VAT

Tel: 0279 435890

(10872/DAF)

1983 PP DAF

2300 Jonckheere P599, 68 seater + courier, 4 TVs, video, radio/PA, coffee boiler, tinted windows, toilet, fully carpeted, curtains.

Make me an offer

Tel: 061 480 0617 or 0831 267566

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DOUBLE DECKERS

LEYLAND double decker, 72 seats, MoT until July 1992. **Daimler** double decker with Gardner engine, 74 seats, MoT until August 1992. **£3,800 each. Tel Martindale Coaches on 0740 651500.** (21778/DD)

DAIMLER FLEETLINE, 1973 Reg, new MoT, twin doors, in daily use, inspection fac available, **£3,000 plus VAT. Tel. Alan or Pete (0602) 789466.**

(10848/DD)

WANTED: Bristol VRT/SL3 (Gardner), min 74 seats and six month test, exchange (with cash adjustment) Leopard/Plaxton Exp., 49 seats, tested April 1992. **Tel. 0730 813304 (Sussex).**

(21912/DD)

DAIMLER FLEETLINE, Low Deck, P Reg, MoT March '92, used daily, inspection facilities available, **£3,000 plus VAT. Tel. Alan or Pete on Nottingham (0602) 789466.** (10846/DD)

DUPLE

1987

DUPLE 425

Cummins/ZF automatic, 46 recliners, 3 x TV monitors, wired for video (not supplied), toilet, galley with fridge, water boiler, sink and cupboards, rear continental door.

£45,000 + VAT ono

0202 537568 or 0929 554588

(10791/DU)

FORD

1979 FORD DOMI II

8 Mtr, 33 semi-reclining seats, tinted windows, continental door, MoT March 1992, good condition. **£7,950 + VAT ono**

1979 53 SEATER

FORD PLAXTON SUPREME, MoT January 1992, taxed, in daily use, good condition.

£5,950 + VAT ono

Both owner driven

Tel. (0272) 501722

(21873/FO)

1982 (X REG) FORD

Plaxton Supreme, 53 seats, new engine (7/91), MoT 12/91.

£6,000 ono + VAT

Tel. (0293) 565141

(10777/FO)

2 X 75/76 BEDFORD, 53 seater coaches, MoT March and August '92, **£3,500. Tel. (0483) 860554.** (21929/BE)

1979 (V) Ford T152 Plaxton, 33 E-seats, power door, radio/PA, side locker, curtains, new MoT, **£8,500 + VAT. Tel. (0379) 898202/642684 (Norfolk).**

(21926/FO)

1976 FORD PLAXTON SUPREME II, 53 seater, new engine, new clutch, new MoT, very good condition for year, **£3,500 + VAT. Please tel. (0205) 354804.** (21920/FO)

1981 FORD R1114, 53 seats, curtains, tinted windows, full year's MoT, taxed 6 months, **£6,000. 1981 FORD** R1014, 45 seats, tax and tested, **£6,000.** Both vehicles in very good condition and ready to work. **Tel. (0786) 823099 or Mobile (0836) 702484.** (10854/FO)

FORD R1114, One Plaxton, 2 Dominant, V Reg, all tested, inspection fac available, **£4,500 plus VAT. Tel. Alan or Pete (0602) 789466.** (10850/FO)

1976 FORD DUPLE. Short MoT, 49 seats. **£999 ono + VAT. Tel. 021 555 6262.** (10707/FO)

LEYLAND

1986 Leyland Cub Optare, 33 seats service bus, destination, auto, power steering, power door, semi-coach seats, excellent condition, choice of two, **offers please. 1980** Leyland Willowbrook, semi-coach seats, **offers please. Tel. Blythswood Motors 041 221 3165.** (10859/LE)

LAG

1986 (Oct – D)

LAG PANORAMIC

49 seats/toilet, etc, usual LAG package.
Used exclusively on own up-market holiday programme. Choice of 2 both in excellent condition.

Offers around £51,500 + VAT.

Crusader Holidays, Clacton-on-Sea

Tel. 0255 425453

(21871/LAG)

LEYLAND

10 LEYLAND NATIONALS

(Service Bus)
1978-1979 for sale.

Tel: 0226 727769 days or 0226 716166 eves

(21865/LE)

1983 TIGER PARAMOUNT 3500

48 recliners, rear sunken WC, servery, fridge, wired for TV/video, alarm, Telma, Webasto, Autolube etc. Very nice condition and well maintained.

Part exchange considered for minibuses

Offers

ROEVILLE TOURS 0302 844088

(10890/LEY)

REBODIED LEYLAND LEOPARD to Plaxton Paramount 3200, 53 seater in November 1989, COF April 1992, air door, radio etc, beautiful condition, surplus to requirements, reg no. AEH 227A. **Only £17,000 + VAT. Tel: 0371 872644 anytime.** (21847/LE)

1980 LEYLAND LEOPARD PLAXTON, 49 seater, repanelled and repainted, all white, speed limiter, good coach. **£9,000 + VAT. Tel. 061 477 3325.**

(10888/LEY)

1985 TIGER 24S CARIBBEAN 11, 48 recliners plus courier, rear sunken toilet, d/glazed, Webasto, radio/pa, video, speed limiter, in pristine condition. **£29,500 + VAT. Tel. 0623 870655/ 871577 any trial.** (10713/LE)

1984 TIGER CARIBBEAN, 55 rec, tints, blinds, new engine 81,000 miles, clutch 8,000 miles, diff 6,000 miles, 12 months MoT. **£27,000 + VAT – sensible offers considered. King of the Road Coaches, Worthing. Tel: 0903 34010/200245.** (21656/LE)

LEYLAND AN68A, V Reg, double doors, 12 months MoT, taxed to March '92, complete set of tyres just fitted, inspection facilities available, choice of nine, **£5,750 plus VAT. Tel. Alan or Pete (0602) 789466.** (10847/LE)

1973 LEYLAND Leopard Alexander service buses, 53 seats, current MoT at **£3,000 each + VAT. Choice of 2. Tel. (0501) 51316.** (21854/LE)

LEYLAND

NEW UNREGISTERED ELME ORION

39 seater coach Leyland Swift, Courier seat, forced air ventilation, reading lights, tinted glass, large boot.

£45,500 + VAT

Tel. 0253 727211 *For Full Details 24 hr Answerphone*

(10708/LE)

1984 TIGER PARA 3500, 53 rec, new engine approx 100,000 miles, clutch 6,000 miles, 12 months MoT. **£28,000 + VAT – sensible offers considered. King of the Road Coaches, Worthing. Tel: 0903 34010/200245.** (21658/LE)

LEYLAND NATIONALS, all tested, in daily use, choice of 10, 52 seater with standees. Prices from **£3,000 each + VAT. Tel. (0484) 545241.** (21910/LE)

1976 Leopard 12 metre, 53 seater, supreme, recent reconditioned engine, semi automatic splitter box, power door, new MoT. **£4,500.** Part exchange considered. **Tel. 0403 77620.** (10770/LE)

MAN VW

MAN SR 280 1980

P/P, 53 recliners, really reliable vehicle, full year's MoT, taxed.

£14,000 + VAT

Tel. (0643) 821883 Somerset

(10894/MAN)

MERCEDES

1989(G) MERCEDES 609D

24 seater, hi-back, moquette seats, luggage racks, p/door, air conditioning, curtains, full luxury spec, low miles – 69,000!!

£18,250 + VAT ono

12-29 seater considered in P/X

Tel. (0262) 672592

(10712/MER)

1984 MERCEDES JETLINER

49 recliners + courier seat, centre sunken toilet, two TVs, video, blinds, radio PA, driver's bunk, fridge, full side lockers, speed limiter, recon engine fitted by Mercedes.

MAKE ME AN OFFER

Ring now for a bargain

Tel. 061 480 0617 or 0831 267566

(10865/MER)

MCW

1985

METROLINER

Full spec, 71 seater, 3 TVs, video, toilet, drinks machine, tables, MoT May 1992.

£28,000 + VAT

Tel: 071 613 3333 (Example)

(10855/MCW)

NEOPLAN

1984 SKYLINER DOUBLE DECKER, 73 SEATS

Blue interior, white/orange/blue exterior, Mercedes Benz V12 with ZF 6 speed gearbox.

£37,500 + VAT

1983 CITYLINER SINGLE DECK, 49 SEATS

Red interior, white/orange/blue exterior, Mercedes Benz V12 with ZF 6 speed gearbox.

£37,500 + VAT

Both vehicles are in good working order and in daily use. They are to full executive specification and have current test certificates. An amount of coachwork could be available with the vehicles, for the right Operator.

For further information please contact Mr Phil Millard, Operations Manager, Selwyns Travel Ltd.,

Runcorn 0928 564515

(10799/NE)

SCANIA

1984 SCANIA JONCKHEERE, 49 seater, mint condition, every extra. **£38,000 + VAT. Tel. 061 477 3325.** (21875/SC)

SEDDON

SEDDON Pennines Alexandria bodied, 53 seats, 24 standees, Gardner engine, ZF gearbox, ready for use, inspection fac available, **£2,000 plus VAT. Tel. Alan or Pete (0602) 789466.** (10849/SED)

SINGLE DECKERS

LEYLAND NATIONALS 1978/9, 36 seats, dual doors, excellent condition, currently in everyday service, long tests. **£3,500 + VAT. Also** always wanted Bristol RE's, any condition. **Tel. 061 343 3517.** (10760/SD)

VOLVO

2 x 1980

VOLVO

B58 PLAXTON SUPREME. 48 recliners, two tables, test 1.4.92

£10,500 each

Gartmore Commercial Vehicle 08772 395. Mobile 0836 557530

(21935/VO)

1984

VOLVO B10M DUPLE CARIBBEAN

49 reclining seats + courier. Toilet, coffee machine, radio/pa. Wired for video, MoT 6/92

£37,500 ono + VAT.

0533 796088/ 0858 432531

Ask for Paul/John

(21931/VO)

1982 VOLVO B10M

Servery, fridge, toilet, tinted windows, courier seat, 44 recliners, MoT and taxed.

£23,500 + VAT

Tel. 056 72 732

(10856/VO)

1989 F REG VOLVO B10M, Van Hool Alizee, 50 recliners + courier, TV/video, toilet, servery .....**£70,000 + VAT**

1988 E REG VOLVO B10M, Van Hool Alizee, 50 recliners + courier, TV/video, toilet, servery .....**£62,500 + VAT**

Tel. (0294) 605454

(10869/VO)

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1987 Volvo B10M Caetano Algarve, 49 recliners, radio P/A cassette and video, centre sunken toilet, continental door, hot drinks unit, full Sutrak air conditioning, MoT 3/6/92 .....**£65,000**

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1986 (D) CAETANO IVECO [illegible] seats bus, manual, Telma retarder, one remainin[illegible] June '92. SOLD
1986 (D) FREIGHT ROVER, 16 seats, 5 standees, p/door, MoT July '92.
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1984 (A) MAN SR280, 53 reclining seats, rear continental door, radio, PA, all white, MoT Jan '92.
1982 (X) LEYLAND TIGER CUB, DUPLE DOMINANT bus body, 31 seats, 8 standees, Allison automatic, MoT Feb'92.
1980 BEDFORD YLQ DUPLE DOMINANT II, 45 seats, power door, MoT March '92.
1979 (T) BEDFORD YMT [illegible] Dominant bus body, 59 seats, luggage pen, Mo[illegible] '92. SOLD
1979 (T) FORD 360 Turbo, Duple Dominant II, 45 seat coach, MoT Oct '91.
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1978 BEDFORD SUPREME, 53 seats, Grant doors, MoT January 1992. **£4,500.**
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89 MERC 609, 24 + tables.
89 G TRANSIT, diesel 14, PSV
89 G TRANSIT, 15 diesel, SLD, tested.
90 TALBOT, 14 coach diesel, PSV.
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89 F ROVER 12 petrol, SWB.
88 (F) MERCEDES 609D, p/door, 26 coach seats.
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88 DUPLE 425 Cummins ZF6, Telma, fridge, 50 recliners, toilet, d/glazed, Webasto.

87 IVECO 18 seat, power door.
87 TRANSIT 12, Di, LWB, PSV tested.
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87 (D) FREIGHT ROVER, Deansgate, 16 diesel.

86 PLAXTON 4000, 71 seats, DD Gardner, ZF auto.

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86 (E) IVECO CAETANO, 24 air door, dual purpose.
85 TALBOT, 12, PSV, petrol.
85 TRANSIT 16 Di coach seats, tested.
85 FIAT IVECO, Beja, 18, p/door.
85 LEYLAND DOYEN, full spec executive.
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82 TRANSIT, 12 diesel, PSV, LWB, tested.
81 DAF 200 Exec, 48 + TV, Alpha, new test. Offers
81 MERCEDES, 207, diesel, PSV, 12 seats.
81 VOLVO B58, 53 large seats, Duple II.
81 DAF JONCKHEERE 2300, Exec, toilet.
81 LEYLAND PLAXTON Express, 51 seats.
80 DAF PLAXTON, 57 seats.
80 LEYLAND WILLOWBROOK, Express, 49 seats, S/A, new test.

80 LEYLAND NATIONAL, 680 Bendi Bus, low mil, exhibition vehicle, offers.

80 NATIONAL, 11.3, 680 Leyland, testing.
80 V FORD PLAXTON, 45 seats, Turbo, tested.
79 VOLVO SUPREME V, ZF, requires test, offers.
79 FORD TURBO Duple II, 35 seats, tested.
79 FORD 53 Plaxton, testing. Offers.
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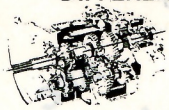

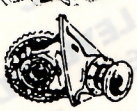

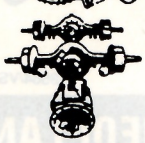

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(21159/VSP)

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0733 898111 NOW!

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Circa £15,000 p.a. + Car + Benefits

East Yorkshire Motor Services Limited is the main subsidiary of EYMS Group Limited, which runs over 300 buses and coaches in and around North Humberside. Following the external promotion of the present manager of the group's successful parts/buying organisation, we wish to appoint a competent and enthusiastic man or woman to the post of Parts Manager/Buyer.

Based in Hull and reporting to the Group Engineer, the successful candidate will be part of a management team committed to quality and cost-effectiveness. He or she will be required to achieve further improvements in asset management by the maintenance of professional attitudes and systems relative to all stores functions.

Ideally applicants should be able to demonstrate good management, negotiating and buying skills. An engineering background and computer literacy will be an advantage.

An attractive salary package is offered, including a car, an excellent contributory pension and life assurance scheme, and an annual performance bonus. Assistance with relocation expenses will be given if appropriate.

If you think you match our requirements, please send your career details, in confidence, to:

Gordon Jones
Group Engineer
EYMS Group Limited
252 Anlaby Road
Hull HU3 2 RS

to arrive as soon as possible.

EYMS GROUP LIMITED

Lonsdale COACHES

COACHING MANAGER

Salary Package: Circa £15,000 including car

Lonsdale Coaches Limited, a wholly owned subsidiary of Lancaster City Transport Limited, invites applications for the new position of Coaching Manager.

Lonsdale's operate a dedicated fleet of ten coaches and two minis, as well as utilising vehicles from the parent fleet on contract work.

We are looking for somebody with proven man management skills who is well experienced in coach travel operations, with a successful track record in a competitive environment and who can develop the business within a framework of budgetary control. An appropriate professional qualification would be an advantage.

A relocation package is available.

Further details, if required, can be obtained from the undersigned.

Please apply in writing with the names and addresses of referees to **Thomas W. W. Knowles, Managing Director, Lancaster City Transport Group, Heysham Road Bus Depot, Morecambe, Lancashire, LA3 1DD, telephone (0524) 424555.**

The closing date is the end of October 1991.

(10714/APP)

LANCASTER CITY TRANSPORT

COACH BUSINESS DEVELOPMENT MANAGER

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Lowland Omnibuses, the first of the Scottish Bus Group Companies to be privatised, is seeking to appoint a Manager to develop the Company's coach tour, contract touring and private hire business. Responsible for coaches in the Lowland and Ian Glass coach fleet. You will have had experience in man management, contract pricing, selling and marketing but not necessarily within the coach industry. Representing the business at Trade Fairs, you will develop and retain contact with new customers in this growing market. A commitment to the output of a quality product is essential.

We require a letter of application citing a full experience history and two references.

Applications to:

Neil Wood
Commercial Director
Lowland Omnibuses Limited
Duke Street
GALASHIELS
TD1 1QA

LOWLAND

(10757/APP)

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Contact IAN HADDON, with full CV

R&I Tours Ltd 081 965 5333
Western Road, London NW10

(10880/APP)

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Minimum 25 words
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No of words + VAT	No of weeks + VAT	No of weeks + VAT	No of weeks + VAT

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SHOCK ABSORBERS

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MADE IN FINLAND

FOR VOLVO NEOPLAN SETRA ETC

PRICE £49.95 + VAT

ONLY £68.50 OR £62.00 FOR FULL SET

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DURING OFFICE HOURS TEL. 0933 440221

AFTER HOURS & WEEKENDS CONTACT

John Dover **084421 7994** or **0836 280951**

1989 LAG PANORAMIC. 49 reclining seats, courier seat, centre toilet, cont. door and steps, double glazed, curtains, bunk, 1 x video, water boiler, fridge, Telma, radio, PA, tape. Finished in blue.

1988 DAF SB2305 DHS CAETANO ALGARVE. 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

1988 VOLVO B10M CAETANO ALGARVE. 49/53 seats, centre toilet, TV/video, courier seat, double glazing and curtains.

1987 SCANIA K112/PLAXTON 3500. Telma retarder, 51/55 (demountable). Video system, water boiler, double glazed with curtains, centre toilet, steps and Cont. door.

1986 LAG PANORAMIC INTEGRAL KITCHEN COACH, 46 reclining seats, with rear servery, full air conditioning, centre toilet, continental step, water boiler, fridge plus usual executive features.

1985 'C' DAF MB 230 LAG GALAXY. High floor, 49/53 demountable, sunken rear toilet, TV & video, boiler, bunk, double glazed, Webasto, carpets & curtains, retrimmed throughout in brown. Finished in white.

1984 MERCEDES V8 NEOPLAN CLUBLINER. 59 seater, radio, PA, tape, 5 TV and video, 1 table, curtains, blinds, tinted glass, Webasto, 2 power entrance doors, toilet, water heater, courier seat, coffee machine, kitchen, bunk and soft trim. Long MoT.

1984 BOVA EUROPA MARK 3. 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA and tape, plug door, repainted in white.

1980 DAF PLAXTON SUPREME 4. 57 seater, radio, PA, tape, side lockers, power door, new MoT.

1976 LEYLAND LEOPARD/DUPLE DOMINANT. 51 seats, semi-auto, Grant doors, long MoT.

VANHOOL

VAUX ROAD, FINEDON ROAD INDUSTRIAL ESTATE, WELLINGBOROUGH, NORTHANTS NN8 4TG

VANHOOL

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OPTARE BUS MANUFACTURER

NEW DAF COACHES WITH 3 YEARS DRIVELINE WARRANTY

AVAILABLE FROM STOCK OR TO YOUR SPECIFICATION

Hughes DAF – VAN HOOL

Available from stock or to your specification

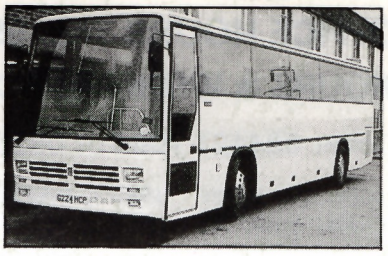
- DHS, SB3000 rear engine with Alizee 'H', 'DH' and Super High coachwork.
- MB230 mid engine with Alizee 'H' and Super High coachwork.
- DKZ SBR Astrobel double deck coachwork.
- Comprehensive specification includes, 51 reclining seats, demountable toilet, double glazing, etc.

Hughes DAF – PLAXTON

Available from stock or to your specification

- DHTD, DHS, SB 3000 rear engine with 3200 low driver and 3500 coachwork.
- MB 230 with 3500 coachwork.
- DKZ SBR double deck coachwork.
- Choice of 1 star through to 5 star specification.

Hughes DAF – DUPLE



Available from stock

- DHTD, rear engine with 320 SL Plus coachwork, 57 reclining seats, curtains, carpet or 53 reclining seats with rear toilet
- DHS rear engine with 340 SL Plus coachwork, 57 reclining seats, centre continental door, curtains, carpet or 53 reclining seats with centre sunken demountable toilet.

Hughes DAF HIRE

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- UNDER YOUR CONTROL
- WITH YOUR DRIVERS
- WITH YOUR QUALITY OF SERVICE

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